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# WEATHERING THE STORM

BY ROBERT GOLDMAN

If you don't like the weather, wait 10 minutes. Or in the case of Southern California, perhaps several years.

As of this writing, we're none too happy about the country's economic weather, either. I saw a Web posting the other day discussing the state of the classic car collector market: increasing cloudiness and a strong chance of rain.

Reading between the lines, however, there were a few rays of hope for us Little British Car fanatics. In a listing of price trends (aka the tale of woe), heavy hitters like Ferrari and rare Porsches are feeling the heat.

At the top of the list, among those cars feeling the least negative affects, were the Triumph TR3 and MG TD. It was not a comprehensive list, but one can safely assume the entire class of cars we enjoy is doing as well as one could hope in these times.

While no one would ever claim you should hold a British collector car as hedge against a bad economy, it's nice to know that your investment is keeping steady and maybe even improving. Over time, British cars have slowly but surely increased in value—unlike that pickup I bought six months ago.

One of the questions being frequently asked these days is: How is the Virginia move progressing? While the business environment of

late has given us pause to rethink our strategies, the Virginia warehouse is on track and nearing completion. Although there have been some inevitable delays, we plan on being up and running in the second quarter. How—or if—the economy recovers this spring will not keep us from operating. The move was designed to save costs while improving overall service levels. In this respect, our goals have not changed.

As we're all aware, the automotive business as a whole isn't in the best of shape. Moss has been affected at levels never before seen in 60 years of business. We're not going to wait and hope things get better in the spring.

We have implemented plans to weather the storm. We're doing what we can to ensure none of these measures are visible above the surface. We're justifiably proud of our staff and management team, and are confident we've taken every appropriate measure to prepare for the next strong economy.

In an age of quick news and short memories, it would be very easy to forget that times always do get better. Today's gloom will be replaced by tomorrow's sunshine.

Gosh, now I'm all inspired. Think I'll hop in my fuel-efficient British classic and save some energy on the way to work. After all, it gets far better mileage than my pickup. **BM**



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# CONTENTS WINTER 2009



## FEATURES:

- 11 Force-Fed:** Give Your Classic Modern Performance by bolting on a Moss Supercharger Kit
- 16 Buyers Guide:** The Triumph TR6
- 21 How-To:** Oil for Classic British Sports Cars
- 24 Practical Guidance:** 10 Tips for Your Next Restoration
- 28 Watkins Glen:** Moss Motors Celebrates Triumph History
- 29 Chicagoland British Festival:** 500 Cars, One Beautiful Day

## DEPARTMENTS:

- 3 Loud Pedal:** Weathering the Storm
- 6 News:** Happenings in The British Car World
- 7 Motor Mail:** Questions and Comments
- 8 Motor Gear:** Great New Products for Your British Car
- 26 Editor's Choice:** Mike Cook
- 30 Your Projects:** What's Parked in Your Garage?
- 32 Moss' Upholstery, Top and Tonneau Sale**
- 54 Coming Events:** Looking Forward to 2009



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## Recall Some Great Times: Come Celebrate Group 44

Group 44 Inc., the factory race team that helped put MG, Triumph and Jaguar in the winners circle during the glory days of sports car racing, will be celebrated during this spring's *Classic Motorsports* Mitty at Road Atlanta. The April 30-May 3 event will feature several of the popular white and green race cars, while the weekend schedule includes a full slate of HSR historic racing. This is perhaps the perfect destination for a weekend drive through the hills of North Georgia.

The event is more than just racing, however, as there's also plenty of socializing on the agenda. The Moss Motors pub will be open in the infield; stop by for a cold one and a round of darts. Complete details can be found online at themitty.com.



## New Take on an Old Idea

The original Mini was Alec Issigonis' response to the Suez gas crisis, and the reincarnated version is carrying on that fuel-sipping tradition. BMW officials recently unveiled a version that doesn't need any gas to motor around: The new MINI E is solely electric-powered.

Five hundred copies of the MINI E will soon be available to select California, New York and New Jersey customers. Each MINI E is powered by a rechargeable lithium-ion battery and can scoot from a standstill to 60 mph in 8.5 seconds.



**Don't forget,** Moss Motors recently added **classic Mini parts** to their offerings. Parts range from the smallest fitting to brand-new sheet metal.

## Another National Title for Moss

Prather Racing carried the Moss Motors colors to another national road racing title during the SCCA National Championship Runoffs at Heartland Park Topeka this past October. Jesse Prather, the club's 2006 and 2007 F Production champion, won an E Production title in his Prather Racing/Moss Motors Mazda Miata. After moving to the F Production class, team patriarch and six-time G Production national champion Kent Prather finished sixth in his Prather Racing/Moss Motors MGA.



## Tech Tips Online

Have a technical question? Need a trusted answer? Did you know that a slew of technical tips can be found at the Moss Motors Web site? The tips can be accessed directly from the main page, [mossmotors.com](http://mossmotors.com).



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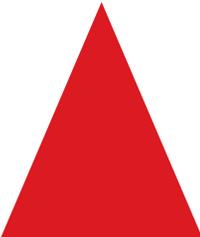
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### **Car shows are fun!**

I'd like to encourage other British car owners to show at local shows. This gives the general public and younger kids the opportunity to see these cars. The enclosed photo shows we can win at these shows.

Signed,  
Jim Higgins

### **Via e-mail:**

Pass it on to appropriate parties at *Brit Mota*. Please don't contribute to the degrading of the English language by using the word "factoid" (see sidebars for the 3 Best Beginner Cars in Fall 2008 issue) as though it were a better way to say "fact," as it is not! The word was coined by Norman Mailer in his bio of Marilyn Monroe, and it means a Hollywood publicity agent's lie about a star that is widely believed! Mailer combined the word "fact" with part of "celluloid," the material of film!

Best,  
Michael Jacobsen

### **The political cartoonist writes in:**

I'm glad you're again printing *British Motoring*, but you've left out the part I missed/liked most—the back pages of ads for cars for sale! Your appeal (to me) is at least 50% less. Please return that section.

Signed,  
Gordon Anderson

*(Editor's note: CarMart might no longer be in print, but they are now on the Internet on our Moss Motors Forum! Please check the links at [mossmotors.com/forum](http://mossmotors.com/forum).)*



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TR6 1972-on (3/16" pins)	585-532	38.95
TR3B-4A	585-522	38.95
TR3-4	585-502	38.95
TR7	071-533	38.95
Spitfire 1968-on	585-572	38.95

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MGB 1968-'80, pair 267-522 \$24.95



## TR4 Rear Tube Shock Conversion Kit

The best way to improve your TR4's ride is to upgrade its shocks. Often neglected and in need of repair or even replacement, your rear lever arm shocks offer a rough ride at best. Our tube shock conversion kit bolts to the existing mounts and requires no permanent modifications to install. The modern Monroe tube shocks offer superior ride quality and are far less expensive to replace.

TR4 Solid Axle 670-165 \$349.95

## NEW! Classic Mini Car Covers

Moss Motors is pleased to announce that our current offering of Weatherlock car covers has been expanded to include the Classic Mini! We have three different materials for you to choose from, depending on which type of protection you want for your Mini. The Silverguard Plus outer silver reflective material protects against harsh sunlight, while the soft inner liner pampers delicate paint finishes. Mosom Plus is a great all-around cover featuring a rain barrier material that allows vapors to pass through. Stormproof Embroidered, made from a microfiber material, is the most water-resistant yet breathable cover you can buy. **Please check your Moss Motors Classic Mini catalog or log on to [mossmotors.com](http://mossmotors.com) for more specific information on all three covers.**



Silverguard Plus	117-074	\$139.95
Mosom Plus	117-072	99.95
Stormproof Embroidered	117-076	229.95



## NEW! Classic Mini Upholstery: Renew Your Interior

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## TR250-6 Differential Mount Stabilizer Cup

These alloy cups replace the large washers under the rear differential mounts. The cups reduce lateral movement while still allowing the rubber mounts to isolate road noise. Recommended for fast road and racing use.

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# FORCE-FED

## Infuse Your Classic With Modern Performance by Bolting on a Moss Supercharger Kit

ADAPTED FROM A CLASSIC MOTORSPORTS STORY WRITTEN BY CARL HEIDEMAN



**S**upercharging has long been a part of the British car scene. From factory-built Blower Bentleys and supercharged MGs of the 1920s and 1930s to aftermarket offerings from Judson, Marshall, Shorrock, Wade and others in the 1950s and '60s, many British cars have relied on force-fed power. It only makes sense that Moss Motors is reviving the tradition of supercharged British cars.

A few years back, Moss came out with an aftermarket supercharger kit for the MG T-series. Similar in appearance to the Marshall units available in the past, the Moss kit featured a modern Eaton supercharger for higher efficiency and better drivability. That kit has evolved into a line of bolt-on supercharger kits for many of the newer favorite models, including the MGA, MGB, TR6, TR250 and 1275cc-powered Sprites and Midgets.

### Supercharging Basics

Before we get into the details, let's discuss the basics of supercharging. Using an old analogy, an engine is basically a pump. It takes in a mixture of air and fuel, pushes out exhaust gasses, and makes power in between. If the engine can inhale more air/fuel or exhale the exhaust gasses more efficiently, then it's going to make more power.

Traditional ways of increasing the pumping capacity of an engine include cylinder head porting, camshaft changes and exhaust improvements. Each of these methods gives the air/fuel mixture and exhaust an easier path to follow—sort of like leading a horse to water.

With supercharging, you can actually make that horse drink. The supercharger is a high-volume, low-pressure air compressor that simply forces a larger air/fuel charge into the engine.

While many people associate superchargers with hotrods and muscle cars, there's no reason why your MG or Triumph can't enjoy the same benefits.

Once that charge is burned, it's got no choice but to force itself out through the exhaust.

This all sounds too good to be true. It is. Supercharging has some inherent side effects that need to be addressed. Number one is heat. Compressing the air/fuel mixture and forcing it into the engine causes much more induction heat than you'd get in a normally aspirated engine. This heat can cause all sorts of problems, but the worst is a higher incidence of detonation (pre-ignition, also known as knock). Another problem is the parasitic power loss needed to drive the compressor. It takes a fair amount of power to spin the belt-driven compressor, so a supercharger's efficiency is paramount to its performance.

Historically, supercharging has enjoyed periods of dignity and disgrace. The years of high interest in the 1920s and '30s were followed by some lulls. Supercharging saw a resurgence in the 1950s and '60s, followed again by another long, empty period until the mid-1990s. Armed with computer-controlled, fuel-injection systems and precision manufacturing techniques, superchargers have again been embraced by auto-makers and the aftermarket alike.

## On to the Details

Obviously, British classics don't employ modern fuel-injection systems, but these machines can take advantage of the well-built, long-lasting superchargers installed on other types of engines. Eaton superchargers are used in many original-equipment applications including those from Jaguar, Mercedes-Benz, Ford and GM.

They've also become a staple in aftermarket kits for Miatas, Hondas, Toyotas and others.

Moss has taken Eaton's smaller models and integrated them into comprehensive kits that include every nut, bolt, hose clamp, and component necessary for installation. These kits contain the supercharger itself as well as a specially cast intake manifold, air filter, multi-ribbed serpentine drive belt system and brand-new carburetor—an SU unit in most cases.

Depending on the application, the kits also include new accelerator and choke cables, a water pump, a fuel pump, an alternator and cooler spark plugs. An installation manual is a critical kit component. All that's needed to finish the job is an afternoon in the garage and basic hand tools.

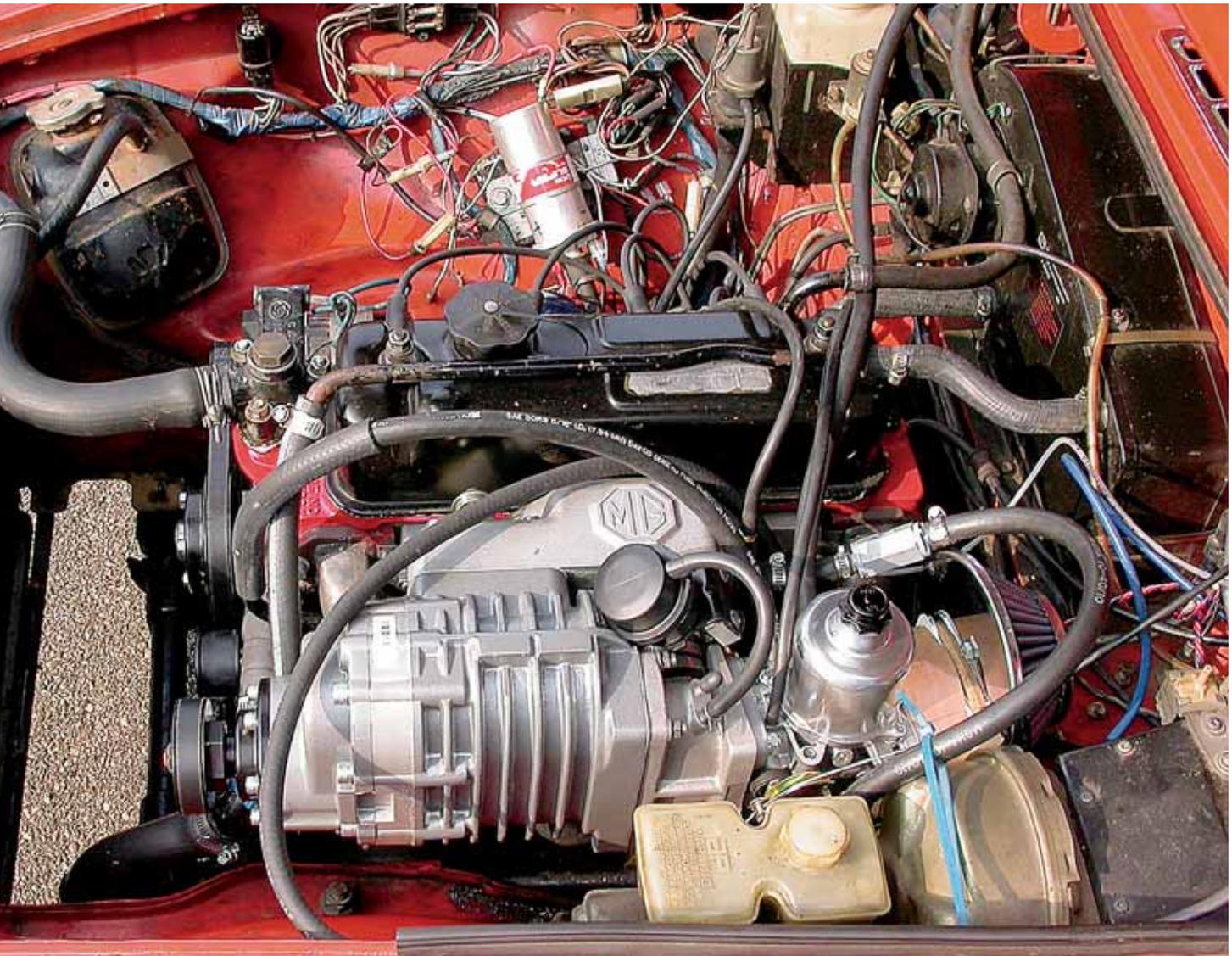
## Easy Installation

To show how easy it is to install a Moss supercharger kit, the following example demonstrates the process on a 1978 MGB. Remember, start with a car in good running order; the supercharger won't magically fix a worn-out engine.

The installation process starts by removing the stock carburetor (and exhaust manifold if the car still has the single Zenith Stromberg setup), plus the radiator, water pump, alternator and lower crank pulley/harmonic balancer.

Then the new parts are installed: Replace the balancer with the lower pulley that has grooves for the multi-ribbed belt, then put in the new water pump and pulley. The next step depends on the car: For chrome-bumper machines, install a new alternator and pulley; for rubber-bumper cars, fit only a new alternator pulley. Next, install





Installing an aftermarket supercharger might sound like a daunting task, but Moss has already handled all of the heavy lifting. In addition to the supercharger itself, their kits feature every component needed, from a new carburetor to all of the associated hardware. To perform the installation, you'll only need a free day and some basic hand tools.

the supercharger along with a new exhaust manifold or header if necessary.

This brings up a step that needs a little extra attention, as there are different flange thicknesses for various exhaust manifolds and headers. These flanges meet up with the intake manifold flanges at the mounting points, so alignment is critical to avoid leaks. To match the thicknesses of these parts, Moss includes shims in the kit.

Once the supercharger is mounted, install the belt and its tensioner. Then reinstall the radiator and follow Moss' instructions to cut and modify the lower hose, rerouting it with the pieces included in the kit.

After installing new accelerator and choke cables, hook up the lines for the fuel, vacuum, PCV and anti-run-on systems before bolting on the air filter assembly. Once everything is installed, you might need a timing and idle-mixture adjustment. Then take it out for your first drive.

### More Power

Stock, single-carburetor, rubber-bumper MGBs usually peak at a little more than 50 horsepower at the rear wheels. The Moss supercharger kit can immediately bump that figure up to 90

horsepower—along with a nice increase in torque in the meat of the powerband.

What about real-world acceleration? That's where the big gains are apparent on our MGB, as its zero-to-60 times dropped from 14 seconds to 10. On the highway, the car can now easily run with traffic and pass cars with overdrive still engaged.

Driving manners are the same as before: The car still starts, idles and behaves like a normal MGB, all without overheating or crankiness.

In short, the Moss Motors superchargers have allowed some of our favorite classics to thrive in today's world—all without any downside. **BM**

### Moss Motors Supercharger Lineup

Model	Retail
<b>1275cc Austin-Healey Sprite</b>	\$3,229.95
<b>1275cc MG Midget</b>	\$3,229.95
<b>MGA</b>	\$3,295.00
<b>MGB</b>	\$3,395.00
<b>Triumph TR250</b>	\$3,695.00
<b>Triumph TR6</b>	\$3,695.00



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April 30-May 3, 2009  
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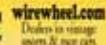
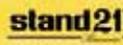


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# THE TRIUMPH TR6: AN ENDURING CLASSIC

BY KATHLEEN M. MANGAN



With the TR6, timeless looks meet rugged mechanicals.

The Triumph TR6 is the final evolution of a much-loved design that dates back to 1953. By the time the TR6 made its 1969 debut, however, the design had evolved to include a beautiful German-influenced body design and smooth-sailing, inline-six powerplant.

The TR6 was arguably one of the most successful sports cars to leave England, as nearly 100,000 units were sold during the 1969-'76 model run. Today, it's a staple at any British car meet. The torquey engine, rugged mechanicals and timeless styling are hard to beat. Plus, the top goes down.

## Last Classic

When Triumph added the 2.5-liter, six-cylinder engine to the TR4 to create the one-year-only 1968 TR250—a car known as the TR5 overseas—the brand immediately launched a styling update project with German body manufacturer Karmann. Triumph requested tooling 14 months later, and the TR6 was introduced on schedule. It came to

market 15 months after the TR5's arrival. The TR6 also came on the heels of the 1968 merger of Leyland and BMC.

The TR6 retained the basic shape of Giovanni Michelotti's TR4, but the cleaner lines of the new front- and rear-end styling gave it a sharper image. The designers moved the headlights outboard, changed the grille and bumpers, and smoothed the hood.

The new, chopped-off tail provided better aerodynamics and more luggage space. The interior retained the traditional wood-en dash and large dials, yet gained new seats with headrests.

The hallmark stiff ride was maintained as part of the marque pedigree, but handling was improved. Top speed was a respectable 109 mph, and drivers fell in love with the robust power at low revs.

Model changes throughout the seven-year production run were few. Triumph lowered the compression ratio twice, but the car's stated horsepower always remained between 104 and 106.

Triumph did change the optional overdrive units for 1973,

as the J-type replaced the earlier A-type. The most significant difference between the units involved when they could be engaged; the later version only operated on third and fourth gear, while the earlier version would also work when in second gear. Both overdrives are desirable options, as they make highway cruising much more pleasant.

### Buying Advice

Like so many other British sports cars, buying a straight, rust-free car is paramount. However, restoring a TR6 can be easier than reviving other makes and models. Why? The body is attached to the frame with only about a dozen bolts, and Moss supplies body panels plus every part needed to restore the TR6 to show quality.

Moss technical expert Kelvin Dodd says rust is this car's enemy, especially at the front and rear fenders and around the headlights and taillights. "There's no

### Popular Replacement Parts

Part No.	Price	Part
593-030	\$208.95	Borg & Beck Clutch Kit
581-040	\$209.95	Brake Master Cylinder Assembly
586-511	\$32.95	Brake Rotor, front 10 <sup>3</sup> / <sub>4</sub> -in.
835-055	\$84.95	Water Pump with 1/2-in. groove
850-040	\$339.95	Radiator
660-998	\$81.95	Major Suspension Kit, front
855-325	\$576.95	Rear Fender, LH
855-465	\$359.95	Lower Front Panel
994-055	\$469.95	Front Bumper
642-890	\$809.95	Leather Seat Kit, black
640-150	\$486.95	Convertible Top by Robbins, Black SunFast



Not much changed during the TR6's production cycle. All years feature a healthy inline-six engine and classy interior. The squared-off trunk offers very reasonable carrying capacity. Plus, replacement parts and aftermarket accessories are only a phone call away.

## Insider's Info:

Ten times more Triumph TR6s were sold in the U.S. than in Britain.

Buy the best TR6 you can afford. Plenty of good cars are still out there.

Triumph designed a new hardtop for the TR6 that nicely compliments the angular shape. The earlier TR4 top fits, but it has a more rounded profile.

The chin spoiler first appeared on the TR6 for the 1973 model year, but Moss has a nice duplicate for earlier cars.

Wire wheels were a popular factory option.

The follow-up TR7 has nothing in common with the TR6.

The British-market TR6 received fuel injection, while all U.S.-bound cars received twin Stromberg carburetors.

According to the *Cars That Matter* price guide, a decent driver goes for about \$8,000 to \$12,000.

easy way to fix rust at these common spots,” he warns.

Dodd recommends checking the rear wheel bearings, since they’re difficult to change out. He also advises getting a potential purchase up on a lift to check for fatigue where the differential meets the frame.

**Upgrading Performance**

The best way to boost the TR6’s power is to supercharge the engine, says Dodd. Moss’ bolt-on supercharger comes with a carburetor, intake manifold, complete drive system with automatic belt tensioner, electric fuel pump, and water pump.

“The supercharger adds 40 extra horsepower to a stock engine, providing nearly a 50-percent boost in rear-wheel horsepower,” he adds. It features helical rotors and an internal, vacuum-controlled bypass valve for high efficiency and economic cruising. Carburetion is handled by a specially built Holley unit with passage modifications that improve operation during high boost and transition.

Further ultimate power enhancements recommended by Dodd include head porting, a fast street cam like the 270-degree duration camshaft, a set of British-made headers for better flow, and a performance exhaust system that offers dual stainless steel support for the back of the car.

To upgrade handling, Dodd advises a Moss-designed Tube Shock Conversion Kit for the rear of the car. It provides a dramatic improvement in ride comfort and car control. Tube shocks are also less expensive to replace than the original lever arms, he adds.

When it comes to further handling enhancements, Dodd explains that polyurethane suspension bushings will

eliminate 90 percent of the deflection yet provide a quiet ride. He also recommends a rear anti-roll bar to improve cornering, along with lowered heavy-duty springs to reduce lean on the corners.

Moss’ new Differential Mount Stabilizer Cup damps road noise yet stiffens the mount, Dodd says. Their new Differential Mounting Support Blocks keep the differential located properly, since the original rubber mountings would often tear out or cause frame damage.

Improved braking ability is necessary with upgraded performance, and Dodd recommends the Four-Piston Brake Upgrade kit to improve brake feel and stopping ability. He also suggests the new range of high-performance, semi-metallic and ceramic brake pads. Drilled and slotted brake rotors plus braided stainless steel brake hoses are also wise upgrades. The front axle-reinforcing kit stiffens the stub axles so they don’t push the brake caliper pistons out of position under cornering.

Dodd’s list of upgraded parts that improve the TR6’s performance and reliability includes a high-torque starter motor, high-performance Cobalt plug wires, and a stainless steel heat shield for the carburetors. Obtain Moss’ electronic conversion kit to upgrade the distributor from points to electronic switching with a PerTronix Ignitor.

For accessories and parts that are cool and attractive, consider Moss’ billet pedal cover set for the clutch, brake and accelerator. Moss’ factory front spoiler fits well. Panasport aluminum alloy wheels are also available; to get more tire under the car, use 16x7-inch wheels rather than the original 15x5.0- or 15x5.5-inch wheels. Make the engine sexy with a chrome foam-core air filter. **BM**



The TR6 performs well on the show field or during spirited drives. Wire wheels are a popular option as well as a common aftermarket upgrade.

# 57th Mobil 1 - 12 Hours of Sebring Presented by "Fresh From Florida"

March 18 - 21, 2009



OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.



# Palm Beach Vintage Classics

March 26 - 29, 2009

SVRA returns to Moroso for the second race of the "Florida Double-Hitter" Featuring OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races



## 2009 SVRA CALENDAR

**March 18 - 21 57th Mobil 1 - 12 Hours of Sebring Presented by "Fresh from Florida"** – OPTIMA Batteries Sprint Series Races, MotorCheck Enduro Series Races

Sebring International Raceway Sebring, FL

**March 26 - 29 Palm Beach Vintage Classics** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Moroso Motorsports Park West Palm Beach, FL

**April 16 - 19 Roebeling Road Spring Races** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Roebeling Road Raceway Pooler, GA

**May 15 - 17 Vintage GT Challenge** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road America Elkhart Lake, WI

**June 4 - 7 Heacock Classic Gold Cup** – OPTIMA Batteries Sprint Series Race and MotorCheck Enduro Series Races.

Virginia International Raceway Alton, VA

**June 25 - 28 Mid-Ohio Vintage Grand Prix** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Mid Ohio Sports Car Course Lexington, OH

**July 16 - 19 Kohler International Challenge**

Road America Elkhart Lake, WI

**September 10 - 13 U.S. Vintage Grand Prix** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.

Watkins Glen International Watkins Glen, NY

**October 1 - 4 New Jersey Vintage Races** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

New Jersey Motorsports Park Millville, NJ

**October 22 - 25 Road Atlanta Season Finale** – Season Finale OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road Atlanta Braselton, GA

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# OIL FOR CLASSIC BRITISH SPORTS CARS

BY MICHAEL GRANT

## The Question

Which oil should I use in my classic car? It's incredibly important to ask this question. Why? The reduced level of zinc dialkyldithiophosphate (known as ZDDP, ZDP or ZnDTP) in modern motor oil has been linked to increasing numbers of tappet and camshaft failures in vintage engines.

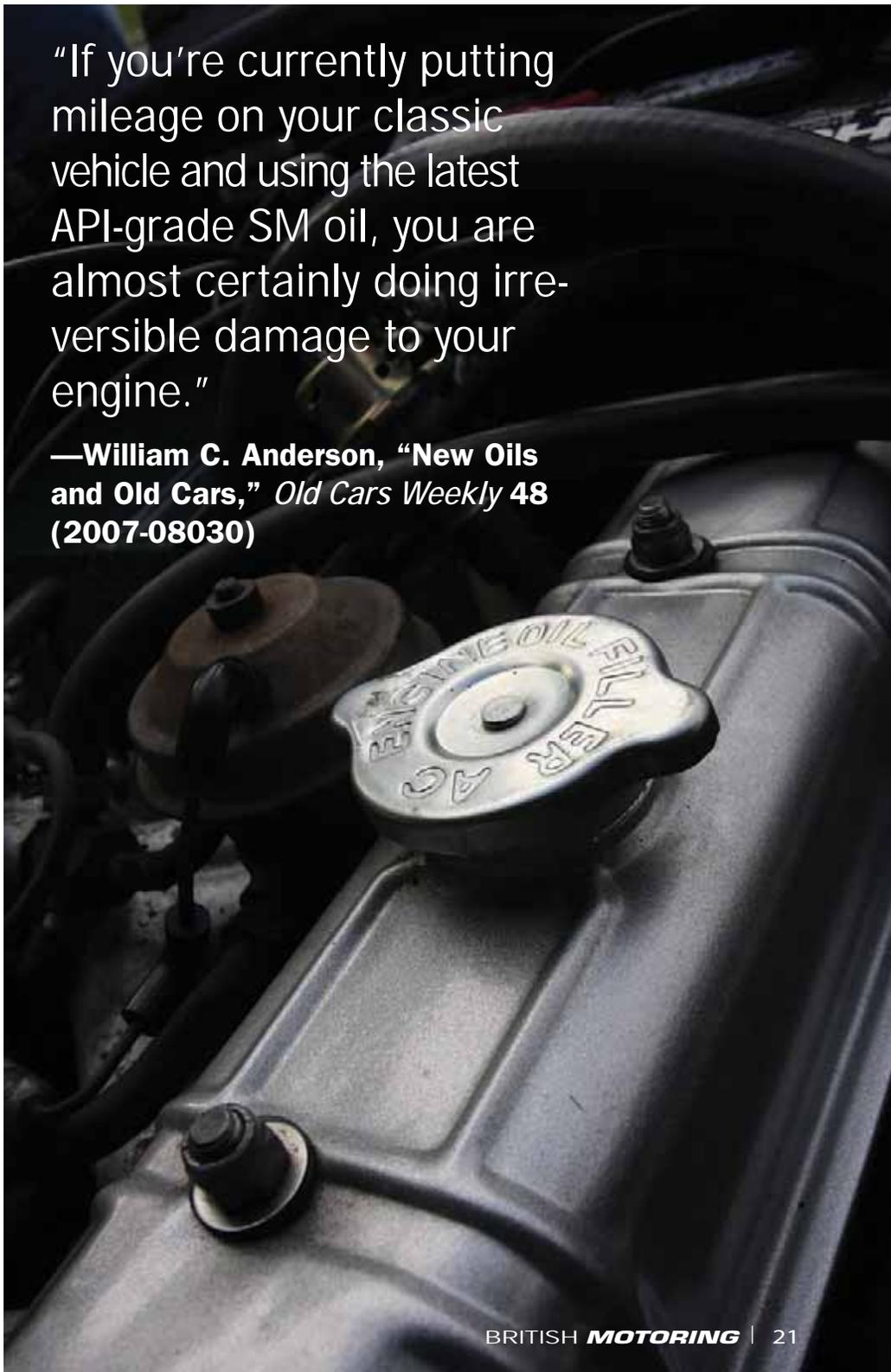
## What Exactly Is the Problem?

The cam/tappet failure problems often begin with a freshly rebuilt engine that starts making expensive-sounding noises. Inspection might reveal that the bottom of one or more tappets is gone. Instead of a smooth, machined surface, the face of the tappet will look like the surface of the moon. If the problem is the camshaft, it will exhibit one or more worn lobes.

Just one failed tappet or cam lobe will create a problem, as the damage results from direct metal-to-metal contact. With metal debris in the sump, there is no choice but to tear down and rebuild the engine. Choosing an assembly lube and motor oil is critical in preventing this metal-to-metal contact.

Corrosion, which occurs over time when classics are not driven, is another serious issue. Normal motor oil is designed to lubricate, not to coat or protect metal surfaces from corrosion. All oil absorbs moisture from the atmosphere. Running the engine will eliminate this moisture, but leaving a car to sit for extended periods of time will lead to corrosion. Using an oil product that forms a clinging protective film on the exposed metal parts can minimize this problem. If the oil contains special corrosion inhibitors, all the better.

Repair shops specializing in British cars have been dealing with these issues for years, and most have developed a combination of parts, machine work,



"If you're currently putting mileage on your classic vehicle and using the latest API-grade SM oil, you are almost certainly doing irreversible damage to your engine."

—William C. Anderson, "New Oils and Old Cars," *Old Cars Weekly* 48 (2007-08030)



# Recommended Oil Usage

## For classic cars without a catalytic converter:

Use non-API certified oil

Viscosity 20W-50

ZDDP at 0.12 percent or 1,200 PPM

## For vehicles driven frequently:

Use oil formulated for classic cars

(Moss 220-810, 220-815)

Contains rust and corrosion inhibitors

Viscosity 20W-50

ZDDP at 0.12 percent or 1,200 PPM

## For classics driven less frequently:

Use API SM oil

Viscosity 20W-50

ZDDP at 0.08 or 800 PPM

Add 4-oz. ZDDPlus to 4 quarts to get

0.14 to 0.15 percent ZDDP

Add 4-oz. ZDDPlus to 5 quarts to get

0.11 to 0.12 percent ZDDP

*Note: A more detailed version of this article with tech tips is available at [britishmotoring.net](http://britishmotoring.net).*

engine prep and lubricants to reduce these problems. Many shops cite assembly lube, oil and the amount of ZDDP in the oil as major concerns.

### What Is ZDDP?

Zinc dialkyldithiophosphate is an oil supplement that has served as the primary extreme pressure (EP) ingredient in all quality motor oils for the past 70 years—until recently. What does it do? When exposed to heat and pressure, ZDDP forms a protective film on metal surfaces that prevents parts (cam lobes and tappets, for example) from making metal-to-metal contact.

### Why Do I Suddenly Need ZDDP?

ZDDP has been phased out because it damages catalytic converters. Small amounts of zinc and phosphorus in the ZDDP coat the catalytic material, reducing the effective life of the converter. The ZDDP level in motor oil was reduced from 0.15 to 0.12 percent (1,500 to 1,200 PPM) in 1993, and further reduced from 0.08 to 0.06 percent (800 to 600 PPM) in API SM-grade oil in 2004. But is this level enough for an older engine, especially when it isn't run frequently? And is it enough to protect the cam and lifters in a freshly rebuilt older engine during the critical break-in period?

The experience of hundreds of professional engine rebuilders, cam manufacturers and restorers indicates the mandated ZDDP level is not enough. The Engine Builders Association concluded that 75 percent of reported cam/tappet failures were due to the reduction in ZDDP. Association Technical Bulletin 2333R (November 2007) says current engine oils used by engine manufacturers in new car production should not be used for initial flat tappet/camshaft break-in. It recommends adding additional zinc for camshaft and lifter break-in. Most cam manufacturers also have specific instructions regarding assembly lube and break-in oil, citing cam/tappet failures.

### So What Should I Do?

The following guidelines can help you prevent cam/tappet failure and protect your engine.

### Initial Break-In Period (First 30 minutes)

Use oil with ZDDP at 0.14 to 0.15 percent by weight (1,400 to 1,500 PPM) to provide the additional protection needed to maximize the chances of a successful cam/tappet break-in.

### First 500 Miles After Initial Break-In

After that initial 20- to 30-minute break-in period, change the oil and oil filter. The oil you run after break-in will not need as much ZDDP; 0.10 to 0.12 percent ZDDP will provide protection without risking chemical corrosion.

### Second 500 Miles After Initial Break-In

After the first 500 miles, change the oil and filter again, using oil with the same ZDDP level, 0.10 to 0.12 percent.

### After the First 1,000 Miles (Car Driven Infrequently)

If you don't drive your car once a week for 30 minutes or more with the oil between 170 and 200 degrees, consider using oil formulated specifically for classic cars. This oil has a mixture of additives designed to deal with the moisture, corrosion and acids in engines that sit for extended periods of time. Change your oil every 3,000 miles or every six months, whichever comes first. If you live in an area with high humidity, change the oil and filter four times a year.

### After the First 1,000 Miles (Car Driven Frequently)

If you drive your car once a week for 30 minutes or more with the oil between 170 and 200 degrees, you have more options. Driving the car frequently will minimize the amount of acid, water and water vapor in the crankcase, and that will limit the corrosion and subsequent pitting of the cam lobes and lifters. Using 20W-50 API SM oil with 0.08 percent ZDDP can be fine, but if you are more conservative, a ZDDP level of 0.10 to 0.12 percent will provide additional protection. **BM**

# Oil for Classic British Sports Cars

## Assembly Lube

These oil-based lubes incorporate a base oil plus anti-scuffing and anti-wear additives, just like a motor oil. The thicker assembly lubes are like a grease or paste. Many are based on molybdenum disulphide ( $\text{MoS}_2$ ), or moly for short. They contain a high concentration of additives.

Moss offers two assembly lubricants, one for general use during the rebuild, and one specifically for the cam and tappets.

**Permatex Ultra-Slick** assembly lube is a tacky, red, oil-based lubricant gel that sticks to metal surfaces, forming a film that provides protection from scuffing and galling during start-up. It's a base oil with extreme pressure (EP) additives. Permatex Ultra-Slick coats all the moving parts in an engine as it's assembled, including engine bearings, camshafts, lifters, valves, guides and rocker shaft assemblies. It also has special rust inhibitors to protect the metal surfaces, from the rebuild up to the first firing of the engine. It exceeds OEM specifications as an engine and bearing assembly lubricant. (Moss part No. 221-565)



## ZDDPlus

This zinc dialkyldithiophosphate is in an oil base and is sold in 4-oz. bottles. When 0.08-percent ZDDP is mixed with four quarts of API SM oil, the concentration rises to 0.15 percent, which is recommended for the initial 30-minute break-in period.

When 0.08-percent ZDDP is mixed with five quarts of API SM oil, the concentration rises to 0.12 percent, which is recommended after the initial 30-minute break-in period. (Moss part No. 220-805 Single 4-oz. bottle. Moss part No. 220-908 Case of 25 4-oz. bottles)



## Collector's Choice 20W-50 Motor Oil

This is a special oil with additives designed for classic cars, as it contains the ZDDP that older engines need. It also includes additives to help prevent seals from contracting or shrinking when the car isn't driven regularly, dispersants to help keep contaminants in suspension, and detergents to neutralize acids and protect against corrosion and rust. (Moss part No. 220-815, One quart. Moss part No. 220-810, Case of 12 one-quart containers)



**Kent Cams Cam Lube** is a designated cam/lifter lube used to coat the lobes of the cam and the foot or bottom of each lifter. Be sure to use this product liberally during assembly. Coat the distributor drive gear as well. It has the consistency of a thin grease, yet will stay where you put it. (Moss part No. 221-570)



# PRACTICAL GUIDANCE

## 10 Tips for Your Next Restoration

*Thinking about tackling a new project? Moss has some tips to turn those thoughts into success. As Home Depot says, you can do it, we can help. Summer is closer than you think, so now is the time to start preparing for those late-night cruises and fun weekends spent with family, friends and a great British classic.*

**1. HAVE A PLAN:** Before you even pick up a wrench or place that first order, do you have a rough idea of where the project is heading? Will it be a full restoration, or just a quick fix to get a car back on the road? The better the initial plan, generally the better the final product.

**2. KNOW THE RULES:** Whether your ride will be a street car, race machine or concours star, there are rules to be followed, so make sure you know them up front. Depending on the city and state, street cars have to meet specific standards regarding emissions and safety equipment. No matter what the sanctioning body, all race cars are bound by volumes of rules. Even if it's going to be a show car, there are standards to meet regarding originality.

**3. BE REASONABLE:** Don't bite off more than you can chew. Your daily schedule and workplace can dictate the pace and scope of the project. Keep your goals realistic. Sure, maybe you'd like to do a frame-off, ground-up restoration, but the fact that you work 60-hour weeks means that a simpler path to summer drives is more prudent. If the body is okay, for example, why not just get the mechanical bits up to snuff and enjoy a little patina?

**4. BUDGET WISELY:** Create a realistic budget for time, money and workspace—and then add in a fudge factor since projects always seem to devour more of all three than planned. For a list of the needed parts and their current prices, your Moss Motors catalog is your best friend.

**5. KEEP SUBASSEMBLIES TOGETHER:** When it's time to start the project, there's an urge to disassemble the entire car. Don't. Keep the major subassemblies bolted together until you're ready to tackle that part of the project. First, the method saves space in the garage. Second, you won't forget how the brakes go back together while you spend a few months redoing the engine and interior.

**6. KNOW THE CATALOG:** Even though our classics left the showrooms decades ago, there are constant releases of new replacement parts. Before you spend hours restoring a tattered part or dismiss a project as impossible, consult the Moss Motors catalogs. You might be surprised how often new parts are added to the ever-expanding lineup.

**7. REGULARLY WORK ON THE CAR:** A stalled project is a doomed project. Set a regular schedule for working on the car. If you just have an hour per night to work in the garage, only plan jobs that take an hour. And if you get stuck, seek help from a trusted friend or local pro. Don't let one roadblock stop the entire project.

**8. MAKE IT SOCIAL:** There's no reason to do this all alone—get your friends and family involved. Even if they're new to this, there are plenty of easier jobs available that make great starter projects: buffing, bead-blasting, or just cleaning up the workspace. Even if they don't have any interest in getting their hands dirty, sometimes a little companionship in the garage goes a long way. Remember, family time doesn't have to always occur at the kitchen table or in front of the TV.

**9. HAVE A GOAL:** Having a definite deadline can help keep the project on schedule and make it reasonable. While planning to take a just-restored car on a 1,000-mile rally might result in some sleepless nights, getting the car drivable enough to attend a local British car day or cruise-in might be more realistic.

**10. FINE-TUNE:** Most projects come up a little short because they're not properly sorted out once they're put back together. Leave some time and money in the budget for testing and fine-tuning, either by you or a shop. Consider professional dyno testing so you can check readings and tweak performance to perfection. Sure, it costs a few dollars, but the money spent might make the difference between owning a cranky old car and having a purring kitten that provides years of enjoyment. **BM**



KEEP YOUR GOALS REALISTIC. SURE, MAYBE YOU'D LIKE TO DO A FRAME-OFF, GROUND-UP RESTORATION, BUT THE FACT THAT YOU WORK 60-HOUR WEEKS MEANS THAT A SIMPLER PATH TO SUMMER DRIVES IS MORE PRUDENT.



# HERO PROFILE: MIKE COOK

BY KATHLEEN M. MANGAN



Bruce Schwertfeger photo

For more than 30 years, Mike Cook's job was to publicize and promote British cars in America. From the height of the sports car craze in the late '50s to the end of the era when Jaguar ownership passed to Ford, Cook helped create the image of the marques, generate media buzz, launch new models, and publicize racing successes.

He was at the heart of the marketing effort to make Americans fall in love with British cars and turn them into loyal enthusiasts. And it was a resounding success.

How did Cook get to this point? It began in 1958 when he was fresh out of college. He sold his first British car, a 1955 Triumph TR2, in order to buy a plane ticket from Ohio to New York City, where he hoped to land an advertising job. Standard-Triumph hired him as assistant advertising manager and secretary of the Triumph Sports Owners Association.

"In the late '50s, sports car mania was sweeping the country," says Cook. "Enthusiasm for Triumphs, MGs, Sunbeams and Jaguars was terrific, and I was enthused to be part of it all."

Cook eventually moved up to become advertising and public relations manager for Triumph in America. He left for

a one-year stint at Mobil Oil, but returned in 1968 as the corporate public relations manager for British Leyland, promoting famous marques Triumph, MG, Jaguar, Rover and Land Rover. After this company met its demise, he became the product publicity manager for Jaguar in 1982. Cook touted Jaguars for nearly a decade until the company passed to Ford, and then he decided to pursue freelance writing on automotive subjects. What a career ride.

The focus of Cook's work was promoting the vehicles themselves, but he also got involved in the spin for the foundering British Leyland corporation. "Although there was a sound, profitable organization in North America, the British Leyland parent company was hopeless, badly managed and underfinanced," says Cook.

"My biggest challenge was trying to keep up customer enthusiasm and loyalty in the face of product quality problems," Cook explains. "It wasn't a challenge to sell the cars—we were selling 30,000 MGBs per year 15 years after it went into production with virtually no changes. But there was always a fine line between selling cars and then backing it up."

Publicizing racing results was the most interesting and

enjoyable aspect of the job, according to Cook. In addition to factory racing efforts, the company had a huge support program for SCCA racing, offering prize money for every class that featured a British Leyland car.

The stakes were highest when launching new car models. One of Cook's first launches was the Triumph Herald. Introduced in 1960, marketing for the car emphasized that it was easy to repair. For the demonstration, the car was unveiled as a chassis with engine, transmission and wheels, surrounded by components in seven large sections, he explains.

A team of four Triumph employees, including Cook, took just two minutes and 25 seconds to assemble the car on stage and close the hood. The company president got in, fired it up and drove it around the stage, demonstrating the 24-foot turning radius.

The TR6 didn't get a press introduction because they decided it didn't need it. "The TR6 generated publicity out of thin air," says Cook.

However, the TR7 needed a launch because it was a departure from the old sports car style, says Cook. "The company sent us 35 cars for the world premiere, and we managed to get 17 of them to run right. Some were missing pieces like rear view mirrors. The car got good press considering its unusual looks."

But the test cars for the magazine editors didn't go as well. The car given to the *AutoWeek* editor blew its engine, while the editor for *Sports Car Graphic* rolled his car in a snowstorm.

Cook's last new model launch was the Jaguar XJ40, introduced in 1987 as a 1988 model. "I made seven trips to Tucson to get that blowout organized, but it was worth it. We got excellent coverage," he says.

One of the benefits of working for a car company was the company cars, says Cook. "We got to drive whatever we were overstocked on that year," he says. Although he piloted an MGB for a short time, Cook mostly drove Triumphs. He

proudly proclaims that he's had every model in the Triumph line as a daily driver at some point in his life—except for the TR250, which was provided the year he worked at Mobil Oil. His wife had Spitfires as her daily drivers.

With so much exposure to cars and racers, it was only a matter of time before Cook got a taste of the track. He raced a 1960 TR3 for five years in SCCA regional and national competition, then raced a 1969 Spitfire for three years. He ran a TR7 in the 24 Hours of Nelson Ledges and a 1980 TR8 at the 12 Hours of Road Atlanta, as well as some Showroom Stock Enduro races.

Since Cook left Jaguar in 1991, his life has continued on the fast track. He has published three books, "The Triumph Spitfire," "The Illustrated Jaguar Buyers Guide" and "Triumph Cars in America." He also updated "Jaguar in America" by John Dugdale.

He edits two magazines, *Jaguar Journal*, a bimonthly publication for the members of Jaguar Clubs of North America, and *The Vintage Triumph*, a quarterly publication for the members of Vintage Triumph Register. Plus, he writes a monthly column on a variety of automotive topics for *Hemmings' Sport & Exotic Car*.

Cook was also instrumental in setting up the Jaguar North American Archives at the corporate facility in Mahwah, New Jersey. These archives contain the company papers, literature, photos, racing memorabilia, trophies, press clippings, heritage certificates, films, videos and other resources documenting British cars in America. It's not a museum; rather, it's a resource repository for research. Cook works in the archives two days a week, researching answers to historical questions.

A resident of Wayne, New Jersey, he spends what spare time he can find messing around with his 1980 Triumph Spitfire. "It needs odds and ends," he adds. **BM**



This shot captures Mike Cook (left) and Jaguar Corporate Communications Director David Boole with a disguised Jaguar XJ40 sedan. The two were setting up a test route around Tucson, Arizona, for the 1987 debut of the new car.



Karen Miller photo



Doris Schumacher photo

**LEFT:** During the 2001 North American launch of the Jaguar X-Type in Atlanta, Mike Cook set out on one of the first test drives in the new car.

**ABOVE:** At the 2008 Vintage Triumph Register North American Triumph Challenge, Mike Cook (right) and Ted Schumacher gave a joint presentation on Triumph marketing and racing in the 1970s.

# WHAT A WEEKEND AT THE GLEN

BY KATHLEEN M. MANGAN

Triumph might be 80 years old this year, but its age couldn't stop the marque from participating in a jam-packed anniversary celebration at the SVRA-sponsored U.S. Vintage Grand Prix in Watkins Glen, New York. While Triumph was the featured marque, its birth wasn't the only event being commemorated this September. The gathering also celebrated Lola's 50th year, Formula 5000's 40th year, and the 60th anniversary of the first post-World War II road race held in the U.S. The Friends of Triumph handled the festivities for the storied manufacturer by throwing the Tour de Marque. Meanwhile, Moss Motors and *Classic Motorsports* magazine presented the Kastner Cup.

The Grand Prix Festival, organized by the local Chamber of Commerce, kicked off with various road rallies to area vineyards and scenic spots. A Concours d'Elegance was held in town along with The Legends Speak, an event that features drivers and race officials from the early years of racing at Watkins Glen. Attendees also had the opportunity to drive their classics along the original 6.6-mile street course through town. One hundred SVRA vintage racers then reenacted the historic race in the ZIPPO Watkins Glen Grand Prix Tribute.

The Tour de Marque featured a driving tour, two laps of the historic town circuit, and two laps of the Watkins Glen International track. A car show spot and weekend tickets for the track events were also included. Some historic gems could be found on display, like the famed Group 44 factory race cars and the 1963 TR4 that competed in the 12 Hours of Sebring. A 1953 TR2, the first production Triumph sports car off the line, was also up for the ogling.

Legendary Triumph racer and head of the North American Triumph Competition Department Kas Kastner, who was on hand to present the Kastner Cup, participated in the weekend festivities. The Cup is awarded annually to the Triumph racer who best embodies the spirit of the marque and the event. This year it went to Tony Garmey, who drove a Triumph TR250K owned by Bill Hart and restored by Hart's father.

Many special races were packed into the weekend of half-dreary, half-temperate weather, including the Enduro Series and the OPTIMA Batteries Sprint Series Races that featured 10 categories. Spectators got to see more than 400 cars in action, from early Alfa Romeos to '90s Ferraris. The Collier Cup, awarded to an MG driver voted most deserving by his peers, went to 1958 MGA driver Chris Meyers. **BM**

The 2009 SVRA U.S. Vintage Grand Prix at Watkins Glen will take place **September 11-13, 2009**. Morgan is the featured marque, celebrating its 100th anniversary.



Gordon Jolley photo



Watkins Glen featured Triumphs, Triumphs and more Triumphs this summer. The Peter Brock-designed TR250K (above) and former competition manager Kas Kastner (left) were both on hand. Moss Motors sponsored the weekend's activities.



## Featured Race Results:

**MotorCheck Enduro:** Howard Katz, 1975 TOJ 205C

**Vintage Enduro:** Ron Zitza/Gregg Frey, 1970 Porsche 914/6

**All-Triumph race:** Sam Halkias, 1975 TR6

## Collier Cup race for MGs:

**Denver Cornett Jr. Trophy for overall win:** Les Gonda, 1972 MGB GT V8

**Bob Bucher/Sherm Decker Cup for top MGA:** Dave Smith, 1962 MGA

**Bill Glanville Memorial Trophy, fastest Midget:** Jack Cassingham, 1966 Midget

**T Cup:** Dan Leonard, 1953 MG TD

**NY Governor's Cup, 40th anniversary of F5000:** Jay Esterer, 1973 McRae GM1

**Formula Junior Golden Jubilee race:** David Clubine, 1962 Lotus 22

**Prewar race:** Benjamin Bragg, 1935 Ford

# 22ND ANNUAL CHICAGOLAND BRITISH CAR FESTIVAL A SUCCESS



Rows of MGBs always make a beautiful sight, although they weren't the only model featured at the Chicagoland show. Triumphs and other brands could be found as well.



More than 500 British car owners and enthusiasts were greeted by blue skies and a cooling western breeze at the 22nd annual Chicagoland British Car Festival. The event took place Sunday, September 7, at Moraine Valley Community College in Palos Hills, just outside of Chicago. The festival was sponsored by the British Car Union, a not-for-profit organization made up of representatives from more than a dozen Chicago British car clubs.

No matter what the condition, all British cars were welcome. The hardware ranged from a 1931 MG model M to a concours-ready Aston Martin. The event also welcomed a selection of British motorcycles.

In addition to exploring other marques and meeting other enthusiasts, attendees could shop the full range of commercial and hobbyist vending booths that lined the field. These booths furnished shoppers with opportunities to discover new books, enhance their collections, or find that rare part. Food vendors offered traditional delights to hungry car lovers.

All registrants received a free special gift, and door prizes were awarded during the day. Folks who only came to watch were given special packets as well. Mark your calendar for the next Chicagoland British Car Festival. It takes place September 13, 2009, at Oakton Community College in Des Plaines, Illinois. Details will be posted at [britishcarunion.com](http://britishcarunion.com). **BM**



# IMPROVING THE BREED

BY CHRISTINE KNIGHT

Mike Pavlik is a Triumph guy. He's owned 14 of them through the years, starting with a TR3A while he was in college.

His prize is this highly customized 1972 TR6. It was rough when he got it, but through the years he has restored the car while adding more than 60 updates. In his eyes, the upgrades illustrate what might have evolved from the base model if the company had continued to produce it. Following the factory's lead, he calls this model a TR6A.

Pavlik has also developed a home for the car that is part art gallery and part shrine. His garage walls feature Triumph sculptures made from spare car parts. Included in the art collection are a TR4 front end, the front and rear ends of a TR6, a TR3A tail, and the complete side of a TR6.

With the TR6A parked among the car displays, he's got six Triumphs in the garage, even though five of them are hung on the walls. Adding to the décor are nameplates, oil company signs, route signs, plus other automobilia and awards.

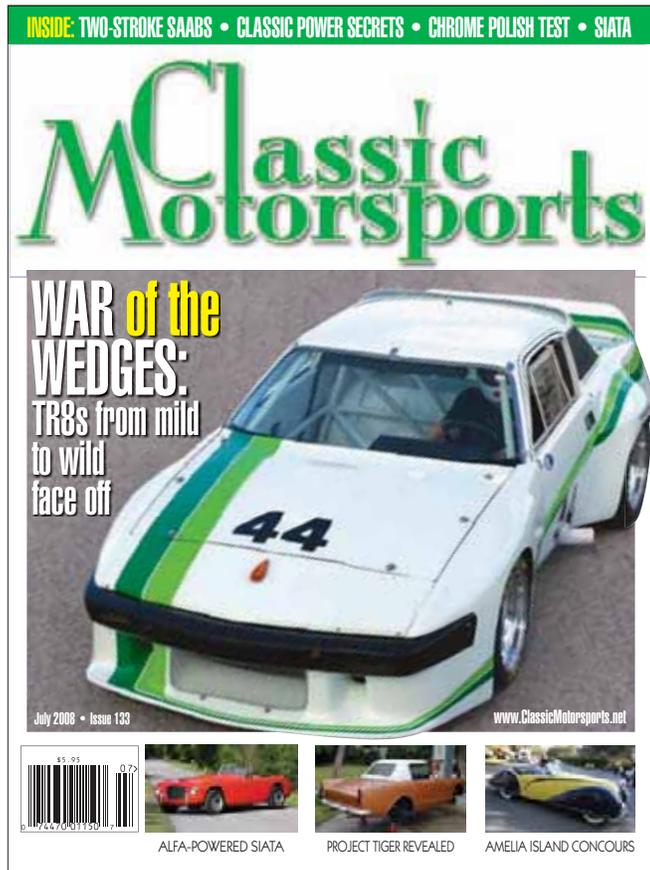
Moss honors this level of passion and enthusiasm for British car ownership among its loyal customers! **BM**



Triumph TR6 production might have ended more than 30 years ago, but Mike Pavlik has an idea of how the car could have evolved. His garage also serves as a shrine to the marque.



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### UPHOLSTERY



### CARPET

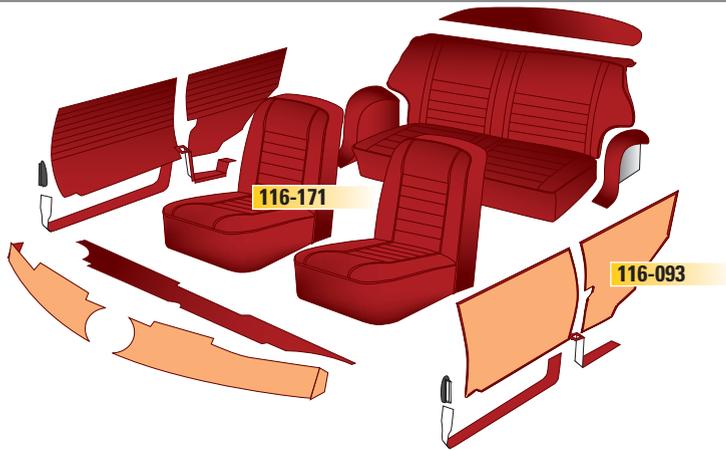


### SUN-FAST™ All Weather Protection



# MINI COOPER

We offer a line of upgraded interior components designed to be a cost effective upgrade or can special order original style kits to bring your Mini back to its original showroom fresh condition.



## TRIM PANEL KITS – UPGRADED DESIGN

	Black	Red	Grey	Regular	SALE	YOU SAVE
MkI & MkII Deluxe Trim Panel Kits (oval binnacle with speedo, temp. and oil gauges)	116-099	116-092	116-090	\$495.00	<b>\$409.95</b>	<b>\$85.05</b>
MkI & MkII Standard Trim Panel Kits (round binnacle with speedo only)	116-094	116-093	116-091	495.00	<b>409.95</b>	<b>85.05</b>
MkIII 12-piece Deluxe Trim Panel Kits (oval binnacle with speedo, temp. and oil gauges)	116-180	116-181	116-182	460.00	<b>381.95</b>	<b>78.05</b>
MkIII 12-piece Standard Trim Panel Kits (round binnacle with speedo only)	116-183	116-184	116-185	460.00	<b>381.95</b>	<b>78.05</b>
MkIII 9-piece Kit (without speedo panels and dash tray liner)	116-100	116-096	116-095	450.95	<b>373.95</b>	<b>77.00</b>



## COMPLETE SEAT KITS

	Black	Red	Grey	Regular	SALE	YOU SAVE
1961-'75 Front and Rear Seat Kits – Upgraded Design for non-reclining seats	116-170	116-171	116-172	\$1,295.00	<b>\$1,099.95</b>	<b>\$195.05</b>
1975-'82 Front and Rear Seat Kits – for reclining seats without headrests	116-173	116-174	116-175	1295.00	<b>1099.95</b>	<b>195.05</b>



## CARPET SETS

Our carpet sets are molded to follow the contour of the floor pan exactly, giving a quality fit and finish to your Mini. Carpet sets include: Front wheel arch, front bulkhead, front and rear floor, cross member and sill carpets. Supplied with all fittings and instructions.

	Black	Red	Grey	Regular	SALE	YOU SAVE
Early Carpet Sets to 1973	116-016	116-087	116-089	\$271.95	<b>\$225.95</b>	<b>\$46.00</b>
Late Carpet Sets 1973-On	116-017	116-081	116-086	328.95	<b>263.95</b>	<b>65.00</b>
Budget Carpet Sets - All	116-019	116-027	116-029	107.95	<b>85.95</b>	<b>22.00</b>

## HEADLINER KITS & RAILS

Our headliner kits feature a stitched vinyl main section with all loops stitched into place, and a pair of rear pillar covers in matching material. Headliner rails provide the shape for the material, counted from the front of the car to the rear.

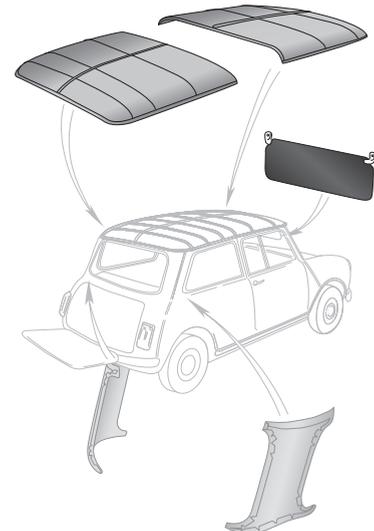
HEADLINER KITS	Regular	SALE	YOU SAVE
MkI Crackle Finish Cream	116-097 \$165.00	<b>\$136.95</b>	<b>\$28.05</b>
MkIII Light Grey	116-101 218.95	<b>181.95</b>	<b>37.00</b>
MkIII White	116-102 218.95	<b>181.95</b>	<b>37.00</b>

RAILS	Regular	SALE	YOU SAVE
Rail #1	116-121 \$18.95	<b>\$15.95</b>	<b>\$3.00</b>
Rail #2 & #3	116-120 18.95	<b>15.95</b>	<b>3.00</b>
Rail #4	116-124 18.95	<b>15.95</b>	<b>3.00</b>
Rail #5	116-122 18.95	<b>15.95</b>	<b>3.00</b>
Rail #6	116-123 18.95	<b>15.95</b>	<b>3.00</b>

SUN VISORS	Regular	SALE	YOU SAVE
Made to original specs., black only.			
Black, w/o Mirror	116-111 \$79.95	<b>\$63.95</b>	<b>\$16.00</b>
Black, w/Mirror	116-110 83.95	<b>66.95</b>	<b>17.00</b>



CARPET FITTINGS	Regular	SALE	YOU SAVE
1. Spike ring, each	116-044 \$0.60	<b>\$0.50</b>	<b>\$0.10</b>
2. Back of carpet clip, each	228-137 0.75	<b>0.60</b>	<b>0.15</b>
3. Fastener to floor rivet, each	325-287 0.30	<b>0.25</b>	<b>0.05</b>
4. Floor fastener, each	226-720 0.65	<b>0.50</b>	<b>0.15</b>



# MGB



## 1962-'69 INTERIOR KITS

### SEAT KITS

	Black	Black/Red	Black/White	Black/Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
<b>Front Leather Seat Kits</b>												
1962-'68	641-170	641-180	641-190	641-200	641-210	641-220	641-230 <sup>1</sup>	641-235	641-237	\$699.95	<b>\$579.95</b>	<b>\$120.00</b>
1969	641-310	641-320 <sup>1</sup>	641-330 <sup>1</sup>	641-340 <sup>1</sup>	641-350 <sup>1</sup>	641-360 <sup>1</sup>	641-370 <sup>1</sup>	641-375	641-377	689.95	<b>572.95</b>	<b>117.00</b>
<b>Front Vinyl Seat Kits</b>												
1962-'68	641-100	641-110	641-120	641-130	641-140	641-150	641-160 <sup>1</sup>	641-165 <sup>1</sup>	641-167	299.95	<b>248.95</b>	<b>51.00</b>
1969	641-240	641-250 <sup>1</sup>	641-260	641-270 <sup>1</sup>	641-280 <sup>1</sup>	641-290 <sup>1</sup>	641-300 <sup>1</sup>	641-305 <sup>1</sup>	641-307 <sup>1</sup>	374.95	<b>318.95</b>	<b>56.00</b>
<b>Rear Leather Seat Kits</b>												
GT 1966-'68	643-210 <sup>1</sup>	643-220	643-230 <sup>1</sup>	643-240 <sup>1</sup>	643-250 <sup>1</sup>	643-260 <sup>1</sup>	643-270 <sup>1</sup>	643-275 <sup>1</sup>	643-277 <sup>1</sup>	549.95	<b>439.95</b>	<b>110.00</b>
GT 1969	641-450	641-460 <sup>1</sup>	641-470 <sup>1</sup>	641-480 <sup>1</sup>	641-490 <sup>1</sup>	641-500 <sup>1</sup>	641-510 <sup>1</sup>	641-515	641-517 <sup>1</sup>	569.95	<b>473.95</b>	<b>96.00</b>
<b>Rear Vinyl Seat Kits</b>												
GT 1966-'68	643-140	643-150	643-160	643-170 <sup>1</sup>	643-180 <sup>1</sup>	643-190	643-200 <sup>1</sup>	643-205 <sup>1</sup>	643-207 <sup>1</sup>	299.95	<b>254.95</b>	<b>45.00</b>
GT 1969	641-380 <sup>1</sup>	641-390 <sup>1</sup>	641-400 <sup>1</sup>	641-410 <sup>1</sup>	641-420 <sup>1</sup>	641-430 <sup>1</sup>	641-440 <sup>1</sup>	641-445 <sup>1</sup>	641-447 <sup>1</sup>	309.95	<b>263.95</b>	<b>46.00</b>
<b>Seat Rebuild Kits</b> Include foams, backboards, diaphragms and cover clips for two front seats.												
1962-'68	641-958	\$299.95	<b>\$248.95</b>	<b>\$51.00</b>								
1969	641-968	320.00	<b>265.95</b>	<b>54.05</b>								

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

### PANEL KITS

Includes all upholstered panels plus extra matching material to cover door caps, dash top and cockpit rail where applicable.

	Black	Black/Red	Black/White	Black/Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
RD 1962-'65	643-280	643-290	643-300	643-310	643-320	643-330	643-340 <sup>1</sup>	643-345	643-347	\$344.95	<b>\$293.95</b>	<b>\$51.00</b>
RD 1966-'67	643-350	643-360	643-370	643-380	643-390	643-400	643-410 <sup>1</sup>	643-415	643-417	339.95	<b>289.95</b>	<b>50.00</b>
RD 1968-'69	643-490	643-500	643-510	643-520 <sup>1</sup>	643-530 <sup>1</sup>	643-540 <sup>1</sup>	643-550 <sup>1</sup>	643-555	643-557	329.95	<b>279.95</b>	<b>50.00</b>
GT 1966-'67	643-420	643-430	643-440	643-450 <sup>1</sup>	643-460 <sup>1</sup>	643-470 <sup>1</sup>	643-480 <sup>1</sup>	643-485 <sup>1</sup>	643-487 <sup>1</sup>	319.95	<b>271.95</b>	<b>48.00</b>
GT 1968-'69	643-560	643-570	643-580	643-590 <sup>1</sup>	643-600 <sup>1</sup>	643-610 <sup>1</sup>	643-620 <sup>1</sup>	643-625 <sup>1</sup>	643-627 <sup>1</sup>	319.95	<b>271.95</b>	<b>48.00</b>

### COMPLETE LEATHER SEAT ASSEMBLIES

	Black	Black/Red	Black/White	Black/Blue	Red/Black	Red/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
1962-'68	641-178 <sup>1</sup>	641-188	641-198	641-208 <sup>1</sup>	641-218 <sup>1</sup>	641-228 <sup>1</sup>	641-238 <sup>1</sup>	641-248 <sup>1</sup>	641-258	\$1,749.95	<b>\$1,449.95</b>	<b>\$300.00</b>



## MGB

### 1970-'80 OEM STYLE KITS

#### SEAT KITS

Headrest covers are not included. Please order headrests separately.

	Black	Navy	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
<b>Front Vinyl Seat Kit</b>							
1970-'72	641-520	641-530	641-550	-	\$430.95	<b>\$384.95</b>	<b>\$46.00</b>
RD 1973-'76	641-560	641-570	641-590	-	462.95	<b>409.95</b>	<b>53.00</b>
RD 1977-'80	641-600	641-610'	641-630	641-525	430.95	<b>384.95</b>	<b>46.00</b>
<b>Front Fabric Seat Kit</b>							
GT 1973-'76	641-680	-	641-685	-	430.95	<b>384.95</b>	<b>46.00</b>
<b>Rear Vinyl Seat Kit</b>							
GT 1970-'72	641-640	641-650'	641-670	-	293.95	<b>261.95</b>	<b>32.00</b>
<b>Rear Fabric Seat Kit</b>							
GT 1973-'76	641-690	-	641-695'	-	293.95	<b>261.95</b>	<b>32.00</b>
<b>Headrest Assemblies</b>							
1970-'72 D Type, Perf. (1)	649-100	-	649-130	-	76.5	<b>68.95</b>	<b>7.55</b>
1973-'76 D Type, Plain (2)	649-140	649-150'	649-170	-	83.95	<b>74.95</b>	<b>9.00</b>
1977-'80 Teardrop (3)	641-607	641-615'	641-635	641-535	83.95	<b>74.95</b>	<b>9.00</b>
<b>Front Seat Rebuild Kits</b>							
Include foams, backboards, diaphragms and cover clips for two seats.							
1969	641-968	\$250.00	<b>\$215.00</b>	<b>\$35.00</b>			
1970-'72	641-978	250.00	<b>215.00</b>	<b>35.00</b>			

#### PANEL KITS

Includes all upholstered panels plus extra matching material to cover door caps and cockpit rail.

	Black	Navy	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
RD 1970	643-635	-	-	-	\$325.95	<b>\$289.95</b>	<b>\$36.00</b>
RD 1971-'76	643-630	643-640	643-660	-	325.95	<b>289.95</b>	<b>36.00</b>
RD 1977-'80	643-670	-	643-700	643-705	325.95	<b>289.95</b>	<b>36.00</b>
GT 1970	643-645	-	-	-	325.95	<b>289.95</b>	<b>36.00</b>
GT 1971-'76	643-710	643-720	643-740	-	325.95	<b>289.95</b>	<b>36.00</b>

Note: Ochre interior kits are currently not available.



1970



1971-'76



1977-'80

### 1962-'80 CARPET KITS

Choose our unique deluxe kit with molded tunnel and rear wheel arches or a quality budget kit, both are made from quality cut pile automotive carpet similar to the original. Fully bound with heel pads and mounting snaps.

	Black	Red	Brown	Honey Tan	Regular	SALE	YOU SAVE
<b>Moss Manufactured Carpet Sets</b>							
RD 1962-'67	242-765	242-766	-	242-767	\$219.95	<b>\$189.95</b>	<b>\$30.00</b>
RD 1968-'80	244-315	244-355	244-375	244-377'	244.95	<b>209.95</b>	<b>35.00</b>
GT 1965-'67	244-415	244-420	-	244-425	449.95	<b>384.95</b>	<b>65.00</b>
GT 1968-'76	244-435	244-440	244-445	244-450	389.95	<b>334.95</b>	<b>55.00</b>

	Black	Red	Autumn Leaf	Navy	Regular	SALE	YOU SAVE
<b>Molded Tunnel Carpet Kits</b>							
RD 1962-'67	244-300	244-310	-	-	\$452.95	<b>\$399.95</b>	<b>\$53.00</b>
RD 1968-'80	244-320	244-330	244-340	244-345	419.95	<b>369.95</b>	<b>50.00</b>
GT 1965-'67	244-325	244-335	-	-	599.95	<b>524.95</b>	<b>75.00</b>
GT 1968-'76	244-245	244-260	244-265	244-285	599.95	<b>524.95</b>	<b>75.00</b>

	Black	Red	Brown	Regular	SALE	YOU SAVE
<b>Roadster Trunk Carpet Kits</b>						
Carpet Kit	242-850	242-855	242-875	\$144.95	<b>\$189.95</b>	<b>\$30.00</b>
Vinyl Spare Tire Cover	242-860	242-865	-	59.95	<b>52.95</b>	<b>7.00</b>

	Regular	SALE	YOU SAVE
<b>Roadster Deluxe Molded Trunk Carpet Kit (includes spare tire cover)</b>			
Black	244-250	\$249.95	<b>\$219.95</b> <b>\$30.00</b>
Light Tan	244-255	249.95	<b>219.95</b> <b>30.00</b>



1970-'72



1973-'76



1977-'80



1973-'76 Fabric



\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# MGB

## COMPLETE INTERIOR KITS (FITS ALL 1970-'80 ROADSTERS)

### BASIC COMPLETE VALUE KIT (not pictured)

All the pieces for interior renewal at a bargain price. Includes OEM 1973-'76 style panel and seat kits, headrests, seat foams, backboards and webbing. Carpet kit, door panel clips, door cap set, door seal set, doorpulls, center console lid, and gearshift boot.

	Black	Autumn Leaf	Reg	SALE	YOU SAVE
RD 1970-'80	111-608	111-708	\$1,749.95	<b>\$1,299.95</b>	<b>\$450.00</b>



### DELUXE LIGHT TAN INTERIOR KIT

One part number will change the entire look of your car. Available in easy to care for vinyl or with supple long wearing leather seat facings. Includes: complete interior panel kit (1971-'75 design), door cappings, center console lid, gear shift gaiter and black molded door pulls. Custom seat covers, foams, diaphragms, and backboards for both seats. Edge Bound matching carpet set with molded transmission tunnel.

	Light Tan	Regular	SALE	YOU SAVE
Vinyl Seats 1970-'80	111-808	\$1,836.95	<b>\$1,549.95</b>	<b>\$287.00</b>
Leather Seats 1970-'80	111-809	2,459.95	<b>2,089.95</b>	<b>370.00</b>



### CLASSIC SEAT SET

Our handcrafted leather faced seats combine modern frame design and support with a classic look that is tailored to fit your MGB. The adjustable contoured back and headrest provide superior lateral, lower back and neck support. Installation is straightforward and instructions are included. Sold as a pair, in black only.

	Black	Regular	SALE	YOU SAVE
1970-'80	641-315	\$1,974.00	<b>\$1,399.95</b>	<b>\$574.05</b>

**MGB**



**1970-'80 Seat and Panel Kit**

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than masonite
- Plywood stiffeners are used rather than cardboard

ON ORDERS  
**FREE**  
UPS GROUND  
SHIPPING  
OVER \$50\*

**1970-'80 CLASSIC STITCHED INTERIOR KITS**

Step up to the look, feel and smell of leather seats with matching piped panels. Designed to recreate the classic British interiors of the '50s and '60s.

**SEAT KITS**

	Black	Black/Red	Black/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
<b>Leather Seat Kits</b> Includes leather headrest covers									
1970-'72	641-700	641-705	641-710 <sup>1</sup>	641-715 <sup>1</sup>	641-720	641-722 <sup>1</sup>	\$779.95	<b>\$659.95</b>	<b>\$120.00</b>
1973-'76	641-725	641-730	641-735 <sup>1</sup>	641-740 <sup>1</sup>	641-745	641-747	819.95	<b>699.95</b>	<b>120.00</b>
1977-'80	641-750	641-755	641-760 <sup>1</sup>	641-765	641-770	641-772 <sup>1</sup>	859.95	<b>729.95</b>	<b>130.00</b>
<b>Leather Rear Seat Kit</b>									
GT 1970-'76	641-850	641-855 <sup>1</sup>	641-860 <sup>1</sup>	641-865 <sup>1</sup>	641-870	641-872 <sup>1</sup>	459.95	<b>389.95</b>	<b>70.00</b>
<b>Front Seat Rebuild Kits</b> Include foams, backboards, diaphragms and cover clips for two seats.									
1970-'72	641-978	\$250.00	<b>\$207.95</b>	<b>\$42.05</b>					
1973-'80	641-998	250.00	<b>207.95</b>	<b>42.05</b>					

**PANEL KITS**

Plywood backed. Includes leather covers for the 1973 on style door pull.

	Black	Black/Red	Black/White	Red	Tan	Honey Tan	Regular	SALE	YOU SAVE
RD 1970-'80	643-750	643-760	643-770	643-780 <sup>1</sup>	643-790	643-792	\$414.95	<b>\$352.95</b>	<b>\$62.00</b>
GT 1970-'76	643-800	643-810 <sup>1</sup>	643-820 <sup>1</sup>	643-830 <sup>1</sup>	643-840	643-842 <sup>1</sup>	414.95	<b>352.95</b>	<b>62.00</b>

\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



## MGA CONVERTIBLE TOPS

Over the years the MGB was equipped with four different designs of top bows. Early cars came with either the stow-away top, or a grey folding frame that scissored towards the center of the car. 1971-'80 cars were equipped with an improved black painted folding bow set. All of the frame sets are interchangeable, and we offer a wide range of tops for each design.



### 1962-EARLY '63 GREY SCISSOR FOLDING FRAME

ROBBINS VINYL		Black	Regular	SALE	YOU SAVE
With Original Fixed Window	242-630	\$352.95	<b>\$299.95</b>	<b>\$53.00</b>	

### LATER 1963-'70 GREY SCISSOR FOLDING FRAME

ROBBINS VINYL		Black	White	Regular	SALE	YOU SAVE
With Original Fixed Window	242-640	242-670'	\$352.95	<b>\$299.95</b>	<b>\$53.00</b>	



### 1963-'70 STOW-AWAY FRAME

ROBBINS SUN-FAST CLOTH		Black	Tan	Regular	SALE	YOU SAVE	ROBBINS VINYL					
With Zip Out Rear Window	242-990	242-995	\$834.95	<b>\$699.95</b>	<b>\$135.00</b>		Black	White	Tan	Regular	SALE	YOU SAVE
With Original Fixed Window	-	-					242-665	-	-	\$472.95	<b>\$399.95</b>	<b>\$73.00</b>
							242-650	242-680'	242-280	352.95	<b>299.95</b>	<b>53.00</b>

### 1971-'80 BLACK FOLDING FRAME

The zip-out rear window was original from 1977 with improved ventilation. The Cabriolet design top features a full padded headliner that gives a luxurious look and a brighter, quieter interior.

ROBBINS SUN-FAST CLOTH		Black	Tan	Regular	SALE	YOU SAVE	ROBBINS VINYL					
With Zip Out Rear Window	242-740	242-745	\$723.95	<b>\$609.95</b>	<b>\$114.00</b>		Black	White	Tan	Regular	SALE	YOU SAVE
With Fixed Rear Window	-	-					242-655	242-695	242-295	\$368.95	<b>\$313.95</b>	<b>\$55.00</b>
							242-645	242-690'	-	352.95	<b>299.95</b>	<b>53.00</b>

STAYFAST CLOTH		Black	Brown	Regular	SALE	YOU SAVE	ORIGINAL STYLE ENGLISH "DULL COTE" VINYL			
English Made Cabriolet Top with fitted liner	242-795	242-785	\$1,399.95	<b>\$1,099.95</b>	<b>\$300.00</b>		Black	Regular	SALE	YOU SAVE
							242-775	\$929.95	<b>\$789.95</b>	<b>\$140.00</b>



\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



## TONNEAU COVERS

Applications listed are LHD, but RHD versions may be special ordered. All snaps are included and require installation to match the fittings on your car.

ROBBINS SUN-FAST CLOTH		Black	Tan	Regular	SALE	YOU SAVE	ROBBINS VINYL			
1962-'67	241-441'	241-451'	\$663.95	<b>\$564.95</b>	<b>\$99.00</b>		Black	Regular	SALE	YOU SAVE
1968-'69 (no headrest pockets)	241-444'	241-454'	663.95	<b>564.95</b>	<b>99.00</b>		241-440	\$322.95	<b>\$274.95</b>	<b>\$48.00</b>
1969 (with headrests)	-	-					241-443	322.95	<b>274.95</b>	<b>48.00</b>
1970-'80 (no headrest pockets)	241-446'	241-456'	645.95	<b>549.95</b>	<b>96.00</b>		241-460	334.95	<b>284.95</b>	<b>50.00</b>
1970-'80 (with headrests)	241-466	241-476'	684.95	<b>582.95</b>	<b>102.00</b>		241-445	320.95	<b>272.95</b>	<b>48.00</b>
							241-465	334.95	<b>284.95</b>	<b>50.00</b>



**TOPS** The 1500/1600 single and triple window tops are interchangeable. Both are available in Vinyl or luxurious Stayfast cloth.

	STAYFAST CLOTH					VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
1500 (1 Window)	243-955	243-950	\$549.95	<b>\$469.95</b>	<b>\$80.00</b>	242-330	-	\$341.95	<b>\$289.95</b>	<b>\$52.00</b>
1500, 1600 (3 Window)	243-965	243-960	599.95	<b>509.95</b>	<b>90.00</b>	242-310	242-320	341.95	<b>289.95</b>	<b>52.00</b>
1600 MK II	-	-				242-950	242-960 <sup>1</sup>	347.95	<b>294.95</b>	<b>53.00</b>

**TONNEAU COVERS** Tonneau covers are available in Vinyl or Stayfast cloth. Check your car for mounting holes before ordering. Order the Long cover if your car has a row of lift-a-dot fasteners or holes just behind the rear cockpit rail.

	STAYFAST CLOTH					VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
Short-mounts on rear rail	243-985	243-980	\$299.95	<b>\$254.95</b>	<b>\$45.00</b>	241-420	-	\$258.95	<b>\$207.95</b>	<b>\$51.00</b>
Long-mounts behind rail	243-995	243-990	299.95	<b>254.95</b>	<b>45.00</b>	241-520	241-530 <sup>1</sup>	272.95	<b>226.95</b>	<b>46.00</b>



**SIDE CURTAIN SETS** We have the side curtain sets to fit your budget available in Vinyl, Durable Canvas, or Stayfast Cloth. We offer original sets with fabric covered frames, and an aluminum framed set at affordable prices.

	STAYFAST CLOTH					VINYL			
	Black	Tan	Regular	SALE	YOU SAVE	Black	Regular	SALE	YOU SAVE
1500 Flip Up Window	-	-				259-258	\$1,299.00	<b>\$999.95</b>	<b>\$299.05</b>
1600 Sliding Window	259-615	259-625	\$1,495.00	<b>\$1,195.95</b>	<b>\$299.05</b>	259-618	1,269.00	<b>999.95</b>	<b>269.05</b>

**ALUMINUM FRAME SIDE CURTAIN SETS THAT FIT ALL MGAS**

	Regular	SALE	YOU SAVE
259-648	\$514.95	<b>\$385.95</b>	<b>\$129.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



## MGA



### MGA Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing and waterboard is stronger and resists water much better than other materials

ON ORDERS  
**FREE**  
UPS GROUND  
**SHIPPING**  
OVER \$50\*

## INTERIOR KITS

### LEATHER SEAT KITS

	Black	Black/Red	Black/White	Black/Blue	Red	Blue	Tan	Grey	Honey Tan	Regular	SALE	YOU SAVE
RD	246-010	246-020	246-030	246-040	246-050	246-055 <sup>1</sup>	246-060	246-065	246-062	\$694.95	<b>\$554.95</b>	<b>\$140.00</b>
Coupe	246-070 <sup>1</sup>	246-080 <sup>1</sup>	246-090 <sup>1</sup>	246-100 <sup>1</sup>	246-110	246-115 <sup>1</sup>	246-120	246-125 <sup>1</sup>	246-122	689.95	<b>551.95</b>	<b>138.00</b>

### VINYL SEAT KITS

RD	246-130	246-140	246-150	246-160 <sup>1</sup>	246-170	-	246-180	-	-	\$399.95	<b>\$318.95</b>	<b>\$81.00</b>
Coupe	246-190 <sup>1</sup>	246-200 <sup>1</sup>	246-210 <sup>1</sup>	246-220 <sup>1</sup>	246-230	-	246-240 <sup>1</sup>	-	-	389.95	<b>311.95</b>	<b>78.00</b>

### COMPLETE LEATHER ROADSTER SEAT ASSEMBLIES

RD	246-138	246-128	246-118	246-148 <sup>1</sup>	246-158	246-188 <sup>1</sup>	246-168	246-178 <sup>1</sup>	246-198	\$1,879.95	<b>\$1,599.95</b>	<b>\$280.00</b>
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### DELUXE PANEL KITS

Includes all upholstered panels, assembled door pockets and sufficient leather and vinyl to cover all cockpit rails and the later dash.

RD	246-310	246-320	246-330	246-340	246-350	246-355 <sup>1</sup>	246-360	246-365	246-362	\$349.95	<b>\$289.95</b>	<b>\$60.00</b>
Coupe	246-370 <sup>1</sup>	246-380 <sup>1</sup>	246-390 <sup>1</sup>	246-400 <sup>1</sup>	246-410	246-415 <sup>1</sup>	246-420	246-425 <sup>1</sup>	246-422	469.95	<b>373.95</b>	<b>96.00</b>

### ORIGINAL BASIC PANEL KIT

Does not include the rear kick panels or door pockets. Vinyl is supplied to cover the cockpit rails, dash and existing door pockets.

RD	246-250	246-260	246-270	246-280 <sup>1</sup>	246-290	-	246-300	-	-	\$269.95	<b>\$215.95</b>	<b>\$54.00</b>
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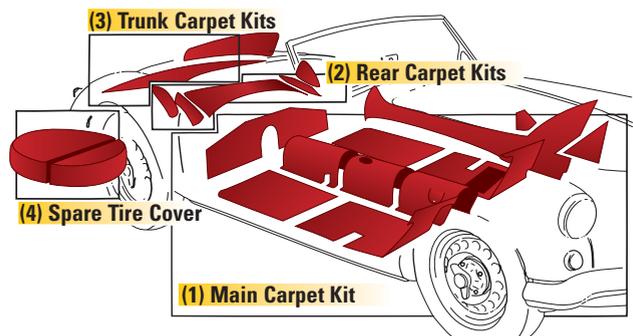
### SIDE CURTAIN STOWAGE BAGS

1500, 1600 to (c)78249	243-280	-	-	-	243-290	-	243-300	243-350	243-302 <sup>1</sup>	\$189.95	<b>\$161.95</b>	<b>\$28.00</b>
1600 from (c)78250, MKII	243-285	-	-	-	243-295	-	243-305	243-355	243-307 <sup>1</sup>	229.95	<b>195.95</b>	<b>34.00</b>

### CARPET KITS

Keep it original, or upgrade your roadster with the addition of a rear carpet set.

	Black	Red	Grey	Honey Tan	Regular	SALE	YOU SAVE
<b>1. Front Carpet Set</b>							
All	242-705	242-715	-	242-717	\$269.95	<b>\$229.95</b>	<b>\$40.00</b>
All	-	-	242-725	-	269.95	<b>229.95</b>	<b>40.00</b>
<b>2. Rear Carpet Sets</b>							
RD	242-835	242-845	-	242-849	89.95	<b>71.95</b>	<b>18.00</b>
RD	-	-	242-905	-	89.95	<b>71.95</b>	<b>18.00</b>
Coupe	242-975	242-985 <sup>1</sup>	-	242-987	96.95	<b>77.95</b>	<b>19.00</b>
Coupe	-	-	242-915 <sup>1</sup>	-	96.95	<b>77.95</b>	<b>19.00</b>
<b>3. Trunk Carpet Sets</b>							
All	242-815	242-825	-	242-829	109.95	<b>87.95</b>	<b>22.00</b>
All	-	-	242-925	-	109.95	<b>87.95</b>	<b>22.00</b>
<b>4. Spare Tire Covers</b>							
All RD+1500 Coupe	242-465	242-475	-	242-477 <sup>1</sup>	134.95	<b>107.95</b>	<b>27.00</b>
All RD+1500 Coupe	-	-	242-935	-	134.95	<b>107.95</b>	<b>27.00</b>
1600 coupe & MKII coupe	246-435	246-445 <sup>1</sup>	-	246-447 <sup>1</sup>	109.95	<b>87.95</b>	<b>22.00</b>
1600 coupe & MKII coupe	-	-	242-945 <sup>1</sup>	-	109.95	<b>87.95</b>	<b>22.00</b>



<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

## MGT



### INTERIOR KITS

#### LEATHER SEAT KITS

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-000	245-010	245-020	245-030 <sup>1</sup>	245-480	245-482 <sup>1</sup>	\$679.95	<b>\$543.95</b>	<b>\$136.00</b>
TD	245-040	245-050	245-060	245-070	245-490	245-492	679.95	<b>543.95</b>	<b>136.00</b>
TF	245-080	245-090 <sup>1</sup>	245-100	245-110	245-500	245-502	829.95	<b>659.95</b>	<b>170.00</b>

#### DELUXE LEATHER PANEL KITS

Luxurious leather covered panels and vinyl trim.

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-240	245-250	245-260	245-270	245-540 <sup>1</sup>	245-542 <sup>1</sup>	\$879.95	<b>\$699.95</b>	<b>\$180.00</b>
TD	245-280	245-290	245-300	245-310	245-550	245-552	889.95	<b>699.95</b>	<b>190.00</b>
TF	245-320	245-330 <sup>1</sup>	245-340	245-350 <sup>1</sup>	245-560 <sup>1</sup>	245-562 <sup>1</sup>	879.95	<b>699.95</b>	<b>180.00</b>

#### ORIGINAL VINYL PANEL KITS

Original style vinyl covered panels and trim.

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-360	245-370	245-380	245-390 <sup>1</sup>	245-570 <sup>1</sup>	-	\$519.95	<b>\$415.95</b>	<b>\$104.00</b>
TD	245-400	245-410	245-420	245-430	245-580	-	519.95	<b>415.95</b>	<b>104.00</b>
TF	245-440	245-450 <sup>1</sup>	245-460 <sup>1</sup>	245-470	245-590	-	519.95	<b>415.95</b>	<b>104.00</b>

#### COMPLETE LEATHER SEAT ASSEMBLIES

	Red	Green	Biscuit	Black	Tan	Honey Tan	Regular	SALE	YOU SAVE
TC	245-008 <sup>1</sup>	245-018 <sup>1</sup>	245-028 <sup>1</sup>	245-038 <sup>1</sup>	245-488 <sup>1</sup>	245-458 <sup>1</sup>	\$2,049.95	<b>\$1,639.95</b>	<b>\$410.00</b>
TD	245-048	245-058 <sup>1</sup>	245-068	245-078	245-498 <sup>1</sup>	245-468 <sup>1</sup>	2,049.95	<b>1,639.95</b>	<b>410.00</b>
TF	245-438 <sup>1</sup>	245-418 <sup>1</sup>	245-428 <sup>1</sup>	245-448 <sup>1</sup>	245-408 <sup>1</sup>	245-478 <sup>1</sup>	3,279.95	<b>2,719.95</b>	<b>560.00</b>



#### CARPET KITS

Choose from original style carpet or our new Honey Tan color that adds a lighter look to the interior. All kits are made to the original patterns and are bound where original.

	Black	Honey Tan	Regular	SALE	YOU SAVE
TC	454-448	454-449	\$259.95	<b>\$207.95</b>	<b>\$52.00</b>
TD, TF LHD (to (c)4236 Flat Floor)	454-458	454-459	349.95	<b>279.95</b>	<b>70.00</b>
TD, TF RHD (to (c)4236 Flat Floor)	454-468	454-469	354.95	<b>283.95</b>	<b>71.00</b>
TD, TF LHD (from (c)4237 recessed footwell)	454-478	454-479	354.95	<b>283.95</b>	<b>71.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



ON ORDERS  
**FREE**  
UPS GROUND  
**SHIPPING**  
OVER \$50\*



## MGT



### TOPS

	STAYFAST CLOTH					VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
TC with Split Window	243-715	243-710	\$649.95	<b>\$519.95</b>	<b>\$130.00</b>	-	-			
TC with Single Window	243-720	243-725	549.95	<b>456.95</b>	<b>93.00</b>	-	-			
TD (2 bow)	243-730	243-735	549.95	<b>456.95</b>	<b>93.00</b>	242-010	-	\$359.95	<b>\$304.95</b>	<b>\$55.00</b>
TD (3 bow)	243-740	243-745	549.95	<b>456.95</b>	<b>93.00</b>	242-110	-	359.95	<b>304.95</b>	<b>55.00</b>
TF	243-750	243-755	549.95	<b>456.95</b>	<b>93.00</b>	242-210	242-220	359.95	<b>304.95</b>	<b>55.00</b>

### TONNEAU COVERS

	STAYFAST CLOTH					VINYL			
	Black	Tan	Regular	SALE	YOU SAVE	Black	Regular	SALE	YOU SAVE
TC Full Tonneau	243-860	243-850	\$539.95	<b>\$429.95</b>	<b>\$110.00</b>	-			
TD Full Tonneau	243-880	243-870	539.95	<b>429.95</b>	<b>110.00</b>	241-220	\$356.95	<b>\$294.95</b>	<b>\$62.00</b>
TD 1/2 Tonneau	243-885	243-875	309.95	<b>247.95</b>	<b>62.00</b>	-			
TF Full Tonneau	243-910	243-890	539.95	<b>429.95</b>	<b>110.00</b>	241-320	356.95	<b>294.95</b>	<b>62.00</b>
TF 1/2 Tonneau	243-915	243-895	309.95	<b>247.95</b>	<b>62.00</b>	-			



### SIDE CURTAIN KITS

Kits include 4 steel window frames, 4 covers, polished stainless steel finishing strips and all hardware. For cars with window frames in good condition, order our Re-Cover Kit.



	STAYFAST CLOTH					VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
TC Complete Kit	243-778 <sup>1</sup>	243-768	\$1,097.95	<b>\$899.95</b>	<b>\$198.00</b>	-	-			
TC Re-Cover Kit	243-770 <sup>1</sup>	243-760	489.95	<b>389.95</b>	<b>100.00</b>	-	-			
TD (2 bow) Complete Kit	243-798	243-788	1,097.95	<b>899.95</b>	<b>198.00</b>	256-878 <sup>1</sup>	-	\$949.95	<b>\$789.95</b>	<b>\$160.00</b>
TD (2 bow) Re-Cover Kit	243-790	243-780	489.95	<b>399.95</b>	<b>90.00</b>	256-210	-	359.95	<b>297.95</b>	<b>62.00</b>
TD (3 bow) Complete Kit	243-828 <sup>1</sup>	243-818	1,097.95	<b>899.95</b>	<b>198.00</b>	256-918 <sup>1</sup>	-	949.95	<b>789.95</b>	<b>160.00</b>
TD (3 bow) Re-Cover Kit	243-820	243-810	489.95	<b>399.95</b>	<b>90.00</b>	256-310	-	359.95	<b>297.95</b>	<b>62.00</b>
TF Complete Kit	243-848 <sup>1</sup>	243-838	1,097.95	<b>899.95</b>	<b>198.00</b>	256-958 <sup>1</sup>	-	949.95	<b>789.95</b>	<b>160.00</b>
TF Re-Cover Kit	243-840	243-830	489.95	<b>399.95</b>	<b>90.00</b>	256-410	-	359.95	<b>297.95</b>	<b>62.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

# SPRITE/MIDGET



## TOPS



### ROBBINS SUN-FAST CLOTH

### ROBBINS VINYL

	Black	Tan	Regular	SALE	YOU SAVE		Black	Regular	SALE	YOU SAVE
Bugeye with w/shield studs	242-181 <sup>1</sup>	242-182 <sup>1</sup>	\$732.95	<b>\$619.95</b>	<b>\$113.00</b>	242-180	\$336.95		<b>\$286.95</b>	<b>\$50.00</b>
Bugeye with w/shield rod	242-186 <sup>1</sup>	242-187 <sup>1</sup>	732.95	<b>619.95</b>	<b>113.00</b>	242-185	336.95		<b>286.95</b>	<b>50.00</b>
1962 on with Side Curtains	242-191 <sup>1</sup>	242-192 <sup>1</sup>	718.95	<b>609.95</b>	<b>109.00</b>	242-190	341.95		<b>289.95</b>	<b>52.00</b>
1964-'66 (winding window)	242-196 <sup>1</sup>	242-197 <sup>1</sup>	682.95	<b>579.95</b>	<b>103.00</b>	242-195	329.95		<b>279.95</b>	<b>50.00</b>
1967-'69 (8 studs)	242-176 <sup>1</sup>	242-177 <sup>1</sup>	682.95	<b>579.95</b>	<b>103.00</b>	242-175	336.95		<b>286.95</b>	<b>50.00</b>
1969 on (6 studs)	242-201	242-202 <sup>1</sup>	682.95	<b>579.95</b>	<b>103.00</b>	242-200	331.95		<b>282.95</b>	<b>49.00</b>

1969 ON OEM TYPE REPLACEMENT TOP WITH HEADER RAIL, MADE IN THE UK

		Regular	SALE	YOU SAVE
Black Vinyl	242-205	\$789.95	<b>\$649.95</b>	<b>\$140.00</b>



## TONNEAU COVERS



### ROBBINS SUN-FAST CLOTH

### ROBBINS VINYL

	Black	Tan	Regular	SALE	YOU SAVE		Black	Regular	SALE	YOU SAVE
Bugeye	241-271 <sup>1</sup>	241-272 <sup>1</sup>	\$645.95	<b>\$549.95</b>	<b>\$96.00</b>	241-270	\$299.95		<b>\$254.95</b>	<b>\$45.00</b>
1962 on with Side Curtains	241-281 <sup>1</sup>	241-282 <sup>1</sup>	677.95	<b>574.95</b>	<b>103.00</b>	241-280	320.95		<b>272.95</b>	<b>48.00</b>
1964-'66 (winding window)	-	-				241-285	359.95		<b>304.95</b>	<b>55.00</b>
1967 on without headrests	241-291 <sup>1</sup>	241-292 <sup>1</sup>	693.95	<b>589.95</b>	<b>104.00</b>	241-290	341.95		<b>289.95</b>	<b>52.00</b>
1967 on with headrests	241-301 <sup>1</sup>	241-302 <sup>1</sup>	728.95	<b>619.95</b>	<b>109.00</b>	241-300	354.95		<b>299.95</b>	<b>55.00</b>

## SPRITE-MIDGET SIDE CURTAIN SET

	Part No.	Regular	SALE	YOU SAVE
Alloy Frame, Set	259-678	\$494.95	<b>\$419.95</b>	<b>\$75.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# SPRITE/MIDGET



ON ORDERS  
**FREE**  
UPS GROUND  
**SHIPPING**  
OVER \$50\*

## INTERIOR

### LEATHER SEAT KITS

	Black	Black/White	Red/White	Autumn Leaf	Regular	SALE	YOU SAVE
1958-'62 Sprite	-	640-775	640-785	-	\$1,099.95	<b>\$899.95</b>	<b>\$200.00</b>
1961-'62 Midget	-	640-880	640-885'	-	1,099.95	<b>899.95</b>	<b>200.00</b>
1963-'65 1/2 All	-	640-825'	640-835	-	1,099.95	<b>899.95</b>	<b>200.00</b>
1965 1/2-'68 All	-	640-845'	640-925'	-	1,099.95	<b>929.95</b>	<b>170.00</b>
1969 All, Fixed Back	640-800	-	-	-	1,039.95	<b>879.95</b>	<b>160.00</b>
1970-'78 Midget	640-805	-	-	640-810	1,099.95	<b>929.95</b>	<b>170.00</b>

### VINYL SEAT KITS

	Black	Black/White	Red/White	Lt. Blue	Lt. Blue/White	Navy	Autumn Leaf	Regular	SALE	YOU SAVE
1958-'62 Sprite	-	640-770	640-780	640-790	-	-	-	\$455.95	<b>\$378.95</b>	<b>\$77.00</b>
1961-'62 Midget	-	640-895	640-905'	-	-	640-915'	-	445.95	<b>369.95</b>	<b>76.00</b>
1963-'65 1/2 All	-	640-855	640-865	-	-	640-876'	-	445.95	<b>369.95</b>	<b>76.00</b>
1965 1/2-'68 All	-	640-910	640-920'	-	-	640-840'	-	445.95	<b>369.95</b>	<b>76.00</b>
1969 All, Fixed Back	640-945'	-	-	-	-	-	-	445.95	<b>369.95</b>	<b>76.00</b>
1969 All, Reclining	640-950	-	-	-	-	-	-	445.95	<b>369.95</b>	<b>76.00</b>
1970-'78 Midget	640-960	-	-	-	-	640-930'	640-980	431.95	<b>358.95</b>	<b>73.00</b>

### PANEL KITS

	Black	Black/White	Red	Red/White	Blue	Navy	Autumn Leaf	Regular	SALE	YOU SAVE
1958-'62 Sprite	645-500	-	645-510	-	645-520	-	-	\$348.95	<b>\$289.95</b>	<b>\$59.00</b>
1961-'62 All	645-540	-	645-550'	-	645-560'	-	-	439.95	<b>364.95</b>	<b>75.00</b>
1963 All	645-620	-	645-630	-	645-640'	-	-	549.95	<b>456.95</b>	<b>93.00</b>
1964-'66 All	645-570	-	645-580	-	645-585	-	-	511.95	<b>423.95</b>	<b>88.00</b>
1967-'69 All	645-660	645-670	-	645-680'	-	-	-	566.95	<b>469.95</b>	<b>97.00</b>
1970-'80 Midget	645-700	-	-	-	-	645-710'	645-720	375.95	<b>311.95</b>	<b>64.00</b>

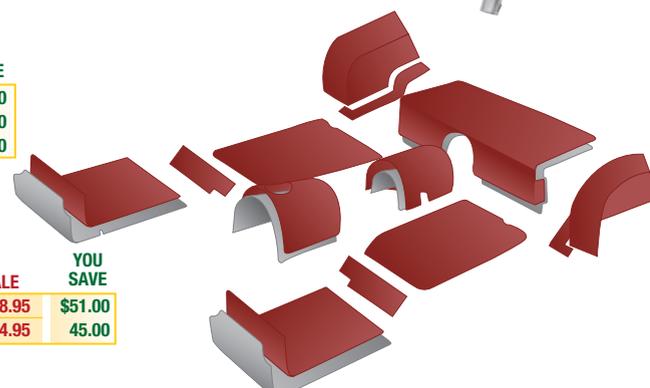
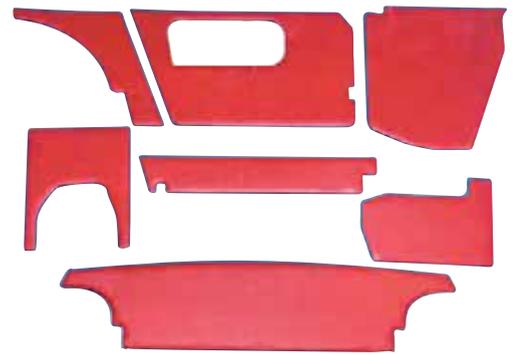
### HEADREST ASSEMBLIES

	Black	Navy	Autumn Leaf	Champagne	Regular	SALE	YOU SAVE
1970-'72 D Type Perforated	649-100	-	649-130	-	\$83.95	<b>\$70.95</b>	<b>\$13.00</b>
1972-'76 D Type Plain	649-140	649-150'	649-170	-	91.95	<b>75.95</b>	<b>16.00</b>
1977-'80 Teardrop Type	641-607	641-615'	641-635	641-535	89.95	<b>75.95</b>	<b>14.00</b>

### CARPET SETS

	Black	Red	Blue	Autumn Leaf	Regular	SALE	YOU SAVE
1958-'63 All	242-530	242-540	242-550	-	\$299.95	<b>\$248.95</b>	<b>\$51.00</b>
1964-'80 All	242-560	242-570	-	242-580	299.95	<b>254.95</b>	<b>45.00</b>

\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# AUSTIN-HEALEY



## TOPS

SUN-FAST CANVAS							EVERFLEX VINYL						CRUSH GRAIN VINYL					
Black	Blue	Red	Tan	Regular	SALE	YOU SAVE	Back	Blue	Tan	Regular	SALE	YOU SAVE	Black	Tan	White	Regular	SALE	YOU SAVE
<b>100-4 BN1, BN2</b>																		
641-001	641-002	641-004	641-003	\$847.95	<b>\$719.95</b>	<b>\$128.00</b>	300-370	300-371	300-372	\$697.95	<b>\$593.95</b>	<b>\$104.00</b>	300-330	300-332	300-333	\$536.95	<b>\$456.95</b>	<b>\$80.00</b>
100-6 BN4 to CE68959																		
300-400	300-401	300-404	300-402	755.95	<b>639.95</b>	<b>116.00</b>	300-375	300-376	300-377	576.95	<b>489.95</b>	<b>87.00</b>	300-335	300-337	300-338	371.95	<b>314.95</b>	<b>57.00</b>
100-6 BN4 from CE68960; 3000BT7 to CE1258																		
641-021	641-022	641-024	641-023	755.95	<b>639.95</b>	<b>116.00</b>	021-527	641-020	300-383	516.95	<b>439.95</b>	<b>77.00</b>	300-340	300-342	300-343	363.95	<b>309.95</b>	<b>54.00</b>
3000 BT7 from CE1529 on																		
641-031	641-032	641-034	641-033	755.95	<b>639.95</b>	<b>116.00</b>	300-385	300-386	300-387	617.95	<b>525.95</b>	<b>92.00</b>	300-345	300-347	300-348	363.95	<b>309.95</b>	<b>54.00</b>
<b>100-6 BN6; 3000 BN7</b>																		
641-011	641-012	641-014	641-013	744.95	<b>629.95</b>	<b>115.00</b>	021-529	641-010	300-349	516.95	<b>439.95</b>	<b>77.00</b>	300-350	300-352	300-353	349.95	<b>297.95</b>	<b>52.00</b>
3000 BJ7 to (B) 59371 (to approx. Apr. '63)																		
641-061	641-062	641-064	641-063	732.95	<b>619.95</b>	<b>113.00</b>	021-531	300-391	300-392	516.95	<b>439.95</b>	<b>77.00</b>	300-355	300-357	300-358	349.95	<b>297.95</b>	<b>52.00</b>
3000 BJ7 from (B) 59372 (from approx. Apr. '63); 3000 BJ8																		
641-071	641-072	641-074	641-073	741.95	<b>629.95</b>	<b>112.00</b>	300-395	300-396	300-397	613.95	<b>521.95</b>	<b>92.00</b>	300-360	300-362	300-363	579.95	<b>463.95</b>	<b>116.00</b>

## TOP BOOTS

	ROBBINS SUN-FAST CLOTH						ENGLISH VINYL						
	Black	Blue	Tan	Regular	SALE	YOU SAVE	Black	Blue	Red	White	Regular	SALE	YOU SAVE
BJ7	-	-	-				643-080	643-110	643-105	643-100	\$379.95	<b>\$321.95</b>	<b>\$58.00</b>
BJ8	643-091	643-092	643-093	\$847.95	<b>\$719.95</b>	<b>\$128.00</b>	643-090	643-130	-	643-120	398.95	<b>339.95</b>	<b>59.00</b>

## TONNEAU COVERS

	ROBBINS SUN-FAST CLOTH						ENGLISH VINYL						
	Black	Blue	Tan	Regular	SALE	YOU SAVE	Black	Blue	Red	White	Regular	SALE	YOU SAVE
100-4 BN1, BN2 (all)	643-001'	643-002'	643-003'	\$668.95	<b>\$568.95</b>	<b>\$100.00</b>	021-535	643-010	643-005	643-000'	\$324.95	<b>\$259.95</b>	<b>\$65.00</b>
100-6 BN6, 3000 BN7 (2 Seaters)	643-021'	643-022'	643-023'	700.95	<b>594.95</b>	<b>106.00</b>	021-536	643-030	-	-	564.95	<b>469.95</b>	<b>95.00</b>
100-6 BN4, 3000 BT7 (4 Seaters)	643-041'	643-042'	643-043'	707.95	<b>599.95</b>	<b>108.00</b>	021-537	643-050	643-0405	643-040	356.95	<b>294.95</b>	<b>62.00</b>
3000 MKII BJ7, 3000 MKIII BJ8	643-061'	643-062'	643-063'	753.95	<b>639.95</b>	<b>114.00</b>	021-539	643-070	643-065'	643-065	479.95	<b>399.95</b>	<b>80.00</b>

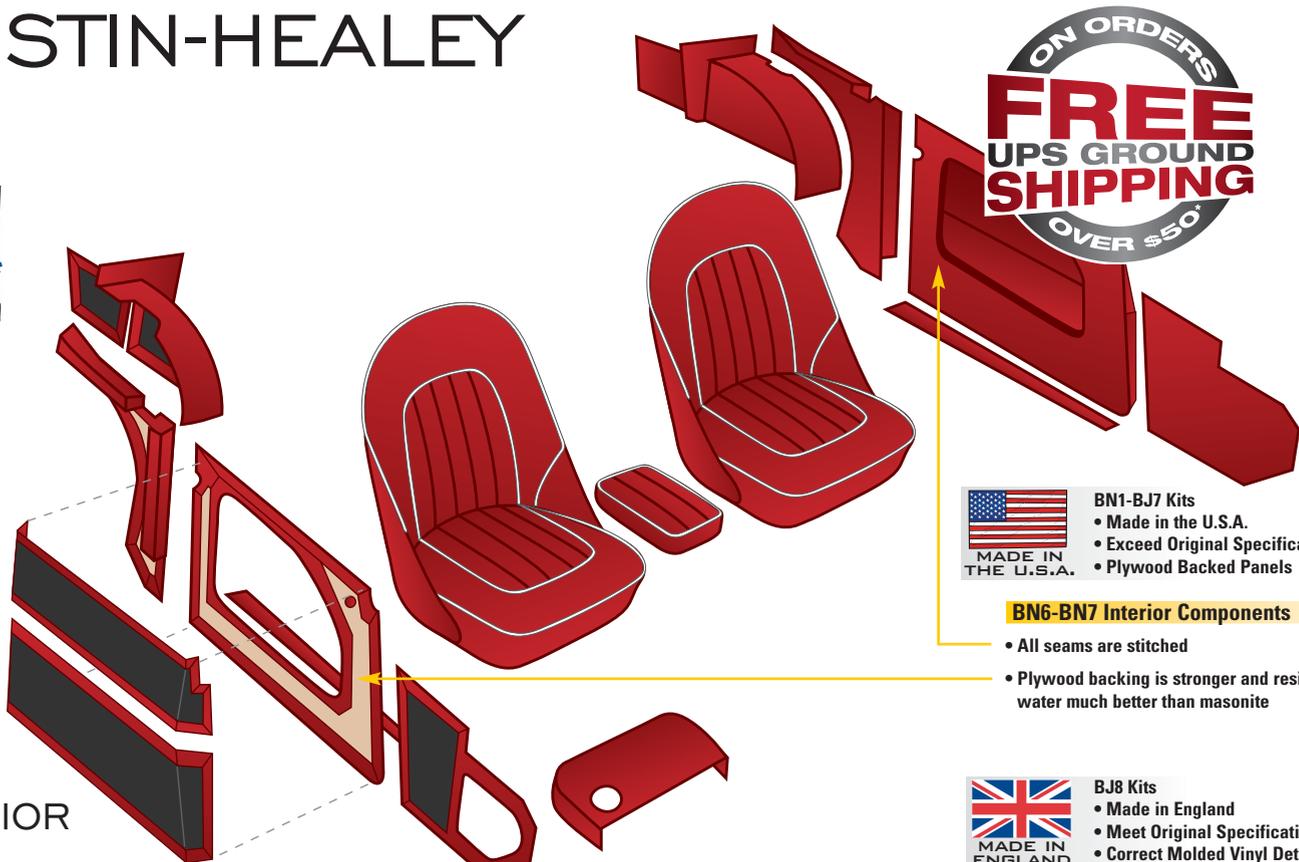
## SIDE CURTAIN SETS

	VINYL					
	Black	Blue	Red	Regular	SALE	YOU SAVE
BN1, BN2 Fabric Covered	259-108	259-118	259-138'	\$614.95	<b>\$522.95</b>	<b>\$92.00</b>
	Part No.	Regular	SALE	YOU SAVE		
BN4-BT7 Alloy	259-208	\$429.95	<b>\$343.95</b>	<b>\$86.00</b>		

\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# AUSTIN-HEALEY



ON ORDERS  
**FREE UPS GROUND SHIPPING**  
OVER \$50\*

**BN1-BJ7 Kits**  
 • Made in the U.S.A.  
 • Exceed Original Specification  
 • Plywood Backed Panels

**BN6-BN7 Interior Components**

- All seams are stitched
- Plywood backing is stronger and resists water much better than masonite

**BJ8 Kits**  
 • Made in England  
 • Meet Original Specification  
 • Correct Molded Vinyl Details

## INTERIOR

### LEATHER UPHOLSTERY

	Black	Black/White	Black/Red	Red	Red/White	Blue	Blue/White	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
<b>Front Seat Kits</b>													
BN1, BN2	246-670	246-680	246-690	246-700	246-710 <sup>1</sup>	246-720	246-725	246-730	-	246-732	\$839.95	<b>\$669.95</b>	<b>\$170.00</b>
BN4-BJ7	246-815	246-825	246-835	246-845	246-855	246-865	246-866	246-875	-	246-877	929.95	<b>739.95</b>	<b>190.00</b>
BJ8	247-510	-	-	247-530	-	247-550	-	-	247-570	-	1,439.95	<b>1,195.95</b>	<b>244.00</b>
<b>Rear Seat Kits</b>													
BN4 (thru 68959)	246-950 <sup>1</sup>	246-960 <sup>1</sup>	246-970 <sup>1</sup>	246-980 <sup>1</sup>	246-990 <sup>1</sup>	247-000 <sup>1</sup>	247-006	247-010 <sup>1</sup>	-	247-012 <sup>1</sup>	409.95	<b>327.95</b>	<b>82.00</b>
BN4 (from 68960) - BT7	246-955 <sup>1</sup>	246-965	246-975	246-985 <sup>1</sup>	246-995	247-005 <sup>1</sup>	246-007	247-015	-	247-017	479.95	<b>383.95</b>	<b>96.00</b>
BJ7	247-090	247-100	247-110 <sup>1</sup>	247-120 <sup>1</sup>	247-130 <sup>1</sup>	247-140 <sup>1</sup>	247-145 <sup>1</sup>	247-150 <sup>1</sup>	-	247-152 <sup>1</sup>	479.95	<b>383.95</b>	<b>96.00</b>
BJ8	247-650	-	-	247-670	-	247-690	-	-	247-710	-	1,099.95	<b>899.95</b>	<b>200.00</b>
<b>Armrest Kits</b>													
BN1	247-235	247-245 <sup>1</sup>	247-255	247-265	247-275 <sup>1</sup>	247-285	247-287	247-295 <sup>1</sup>	-	247-297 <sup>1</sup>	124.95	<b>103.95</b>	<b>21.00</b>
BN2, BN4 (thru 68959)	247-230	247-240 <sup>1</sup>	247-250	247-260	247-270 <sup>1</sup>	247-280 <sup>1</sup>	247-286	247-290 <sup>1</sup>	-	247-292 <sup>1</sup>	117.95	<b>97.95</b>	<b>20.00</b>
BN4 (from 68960) - BJ7	247-370	247-380	247-390	247-400	247-410	247-420	247-425	247-430	-	247-432	109.95	<b>91.95</b>	<b>18.00</b>
BJ8	247-840	-	-	247-850 <sup>1</sup>	-	247-860	-	-	247-870	-	175.95	<b>146.95</b>	<b>29.00</b>

### VINYL UPHOLSTERY

	Black	Black/White	Black/Red	Red	Red/White	Blue	Blue/White	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
<b>Front Seat Kits</b>													
BN1, BN2	246-600	246-610	246-620 <sup>1</sup>	246-630 <sup>1</sup>	246-640 <sup>1</sup>	246-650 <sup>1</sup>	246-655	246-660 <sup>1</sup>	-	246-662 <sup>1</sup>	\$379.95	<b>\$379.95</b>	<b>\$65.00</b>
BN4-BJ7	246-740	246-750	246-760	246-770	246-780	246-790	246-795	246-800 <sup>1</sup>	-	246-802 <sup>1</sup>	389.95	<b>389.95</b>	<b>68.00</b>
BJ8	247-450	-	-	247-470	-	247-490	-	-	247-500	-	839.95	<b>699.95</b>	<b>140.00</b>
<b>Rear Seat Kits</b>													
BN4 (thru 68959)	246-880 <sup>1</sup>	246-890	246-900 <sup>1</sup>	246-910 <sup>1</sup>	246-920 <sup>1</sup>	246-930 <sup>1</sup>	246-936	246-940 <sup>1</sup>	-	246-942 <sup>1</sup>	219.95	<b>182.95</b>	<b>37.00</b>
BN4 (from 68960) - BT7	246-885	246-895	246-905	246-915	246-925	246-935 <sup>1</sup>	246-937	246-945 <sup>1</sup>	-	246-947 <sup>1</sup>	219.95	<b>182.95</b>	<b>37.00</b>
BJ7	247-020	247-030 <sup>1</sup>	247-040	247-050 <sup>1</sup>	247-060 <sup>1</sup>	247-070 <sup>1</sup>	247-075	247-080 <sup>1</sup>	-	247-082 <sup>1</sup>	209.95	<b>174.95</b>	<b>35.00</b>
BJ8	247-590	-	-	247-610	-	247-630	-	-	247-640	-	649.95	<b>539.95</b>	<b>110.00</b>
<b>Armrest Kits</b>													
BN1	247-165 <sup>1</sup>	247-175 <sup>1</sup>	247-185 <sup>1</sup>	247-195 <sup>1</sup>	247-205 <sup>1</sup>	247-215 <sup>1</sup>	247-217 <sup>1</sup>	247-225 <sup>1</sup>	-	247-227 <sup>1</sup>	109.95	<b>91.95</b>	<b>18.00</b>
BN2, BN4 (thru 68959)	247-160 <sup>1</sup>	247-170 <sup>1</sup>	247-180 <sup>1</sup>	247-190 <sup>1</sup>	247-200 <sup>1</sup>	247-210 <sup>1</sup>	247-216 <sup>1</sup>	247-220 <sup>1</sup>	-	247-222 <sup>1</sup>	109.95	<b>87.95</b>	<b>22.00</b>
BN4 (from 68960) - BJ7	247-300	247-310 <sup>1</sup>	247-320	247-330 <sup>1</sup>	247-340 <sup>1</sup>	247-350 <sup>1</sup>	247-355	247-360 <sup>1</sup>	-	247-362 <sup>1</sup>	89.95	<b>71.95</b>	<b>18.00</b>
BJ8	247-800	-	-	247-810	-	247-820	-	-	247-830	-	121.95	<b>97.95</b>	<b>24.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

# AUSTIN-HEALEY



## INTERIOR



PANEL KITS	Black	Red	Blue	Tan	Light Tan	Honey Tan	Regular	SALE	YOU SAVE
BN1, BN2	247-880	247-890	247-900	247-910	-	247-912	\$414.95	<b>\$344.95</b>	<b>\$70.00</b>
BN4 (thru 68959)	247-925	247-935 <sup>1</sup>	247-945	247-955 <sup>1</sup>	-	247-957 <sup>1</sup>	489.95	<b>399.95</b>	<b>90.00</b>
BN4 (from 68960) - BT7	247-965	247-975	247-985	247-995	-	247-997	549.95	<b>456.95</b>	<b>93.00</b>
BN6-BN7	247-960	247-970	247-980	247-990 <sup>1</sup>	-	247-992 <sup>1</sup>	749.95	<b>629.95</b>	<b>120.00</b>
BJ7	248-000	248-010	248-020	248-030 <sup>1</sup>	-	248-032 <sup>1</sup>	449.95	<b>359.95</b>	<b>90.00</b>
BJ8 (thru 26704)	248-040	248-050 <sup>1</sup>	248-060	-	248-070 <sup>1</sup>	-	969.95	<b>799.95</b>	<b>170.00</b>
BJ8 (from 26705)	248-080	248-090	248-700	-	248-710	-	969.95	<b>799.95</b>	<b>170.00</b>

Note: BN6-BN7 panel kits now include the complete rear quarter panel assemblies.



## DOOR TOP RAIL SET

The finishing touch to an interior restoration.

	Part No.	Regular	SALE	YOU SAVE
BJ7-BJ8	858-158	\$194.95	<b>\$165.95</b>	<b>\$29.00</b>

## BJ7 & BJ8 UPHOLSTERY INSTALLATION VIDEO

Two tape set covers all of the tricks for installing convertible top, seat and panel kits, and the trunk lining kit.

Part No.	Regular	SALE	YOU SAVE
211-025	\$69.95	<b>\$54.95</b>	<b>\$15.00</b>



## CARPET SETS

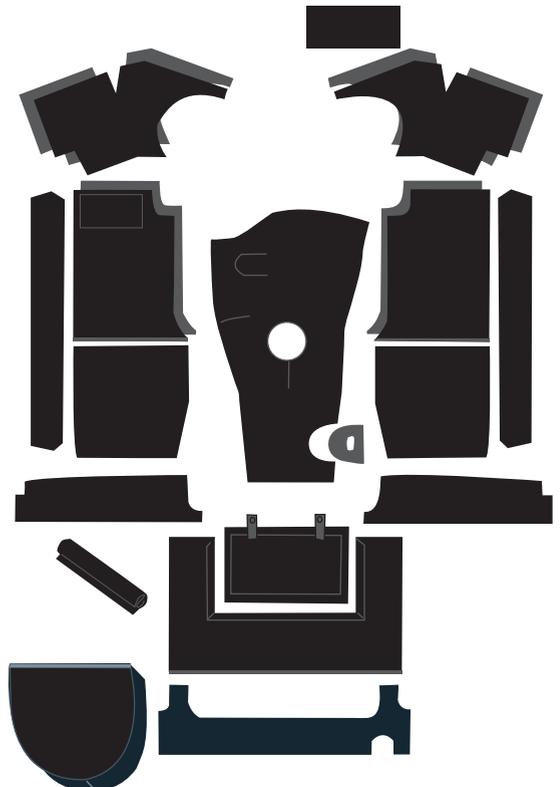
Carefully chosen vintage pile carpet cut and bound to original patterns. Includes heel mat and all necessary snaps and studs.

	Black	Red	Blue	Honey Tan	Regular	SALE	YOU SAVE
BN1	248-720	248-730 <sup>1</sup>	248-740	248-735 <sup>1</sup>	\$369.95	<b>\$314.95</b>	<b>\$55.00</b>
BN2	248-750	248-760	248-770	248-765	339.95	<b>289.95</b>	<b>50.00</b>
BN4, BT7	248-780	248-790	248-800	248-795	334.95	<b>284.95</b>	<b>50.00</b>
BN6, BN7 Side Shift	248-810	248-820	248-830	248-825	469.95	<b>399.95</b>	<b>70.00</b>
BN7 Center Shift	248-840	248-850 <sup>1</sup>	248-860 <sup>1</sup>	248-855 <sup>1</sup>	499.95	<b>423.95</b>	<b>76.00</b>
BT7, BJ7, BJ8 (thru 26704)	248-870	248-880	248-890	248-885	359.95	<b>304.95</b>	<b>55.00</b>
BJ8 (from 26705)	248-900	248-910	248-920	248-915	364.95	<b>309.95</b>	<b>55.00</b>

## TRUNK LINER KITS

	Part No.	Regular	SALE	YOU SAVE
BN1 & BN2 as original	249-912	\$249.95	<b>\$212.95</b>	<b>\$37.00</b>
BN4 & BT7	249-915	189.95	<b>161.95</b>	<b>28.00</b>
BN6 & BN7	249-920	369.95	<b>314.95</b>	<b>55.00</b>
BJ7 & BJ8	249-930	164.95	<b>140.95</b>	<b>24.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# TR2-4A



ON ORDERS  
**FREE**  
UPS GROUND  
SHIPPING  
OVER \$50\*



### TR4 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than masonite

## INTERIOR KITS

### LEATHER UPHOLSTERY

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
<b>Front Seat Kits</b>										
TR2-3 (to TS22013)	642-150 <sup>1</sup>	642-155	642-145 <sup>1</sup>	642-310 <sup>1</sup>	642-305 <sup>1</sup>	642-140 <sup>1</sup>	642-312 <sup>1</sup>	\$839.95	<b>\$669.95</b>	<b>\$170.00</b>
TR3A-4 (to (b)15273CT)	-	642-165	642-175	642-320	642-315 <sup>1</sup>	-	642-322	719.95	<b>574.95</b>	<b>145.00</b>
TR4 ((b)15274CT thru 20876CT)	-	642-185 <sup>1</sup>	642-195 <sup>1</sup>	642-330 <sup>1</sup>	-	-	642-332 <sup>1</sup>	719.95	<b>574.95</b>	<b>145.00</b>
TR4 (from (b)20877CT)	-	642-455	642-465 <sup>1</sup>	642-470 <sup>1</sup>	-	-	642-472 <sup>1</sup>	689.95	<b>551.95</b>	<b>138.00</b>
TR4A	-	642-255	642-265 <sup>1</sup>	642-340 <sup>1</sup>	-	-	642-342 <sup>1</sup>	709.95	<b>567.95</b>	<b>142.00</b>
<b>Rear Seat Kits</b>										
TR2-3 (to TS22013)	-	642-950 <sup>1</sup>	642-960 <sup>1</sup>	642-965 <sup>1</sup>	642-635 <sup>1</sup>	-	642-967 <sup>1</sup>	599.95	<b>497.95</b>	<b>102.00</b>
TR3A (TS22014 thru TS60000)	-	642-535 <sup>1</sup>	642-545 <sup>1</sup>	642-550 <sup>1</sup>	642-645 <sup>1</sup>	-	642-552 <sup>1</sup>	394.95	<b>327.95</b>	<b>67.00</b>
TR3A (from TS60001) - 3B	-	642-215	642-235 <sup>1</sup>	642-245 <sup>1</sup>	642-655 <sup>1</sup>	-	642-247 <sup>1</sup>	329.95	<b>263.95</b>	<b>66.00</b>
TR4	-	642-355	642-365 <sup>1</sup>	642-390 <sup>1</sup>	642-665 <sup>1</sup>	-	642-392 <sup>1</sup>	349.95	<b>279.95</b>	<b>70.00</b>

### VINYL UPHOLSTERY

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
<b>Front Seat Kits</b>										
TR2-3 (to TS22013)	642-020 <sup>1</sup>	642-025 <sup>1</sup>	642-035 <sup>1</sup>	642-210 <sup>1</sup>	642-575 <sup>1</sup>	642-030 <sup>1</sup>	642-212 <sup>1</sup>	\$429.95	<b>\$343.95</b>	<b>\$86.00</b>
TR3A-4 (to (b)15273CT)	642-040 <sup>1</sup>	642-045	642-055 <sup>1</sup>	642-220	642-585 <sup>1</sup>	-	642-222	469.95	<b>373.95</b>	<b>96.00</b>
TR4 ((b)15274CT thru 20876CT)	-	642-065	642-075 <sup>1</sup>	642-230 <sup>1</sup>	-	-	642-232 <sup>1</sup>	409.95	<b>327.95</b>	<b>82.00</b>
TR4 (from (b)20877CT)	-	642-425	642-435 <sup>1</sup>	642-440	-	-	642-442 <sup>1</sup>	359.95	<b>297.95</b>	<b>62.00</b>
TR4A	-	642-085	642-095 <sup>1</sup>	642-240 <sup>1</sup>	-	-	642-242 <sup>1</sup>	419.95	<b>334.95</b>	<b>85.00</b>
<b>Rear Seat Kits</b>										
TR2-3 (to TS22013)	-	642-925 <sup>1</sup>	642-935 <sup>1</sup>	642-940 <sup>1</sup>	642-705 <sup>1</sup>	-	642-942 <sup>1</sup>	434.95	<b>359.95</b>	<b>75.00</b>
TR3A (TS22014 thru TS60000)	-	642-505	642-515 <sup>1</sup>	642-520 <sup>1</sup>	642-715 <sup>1</sup>	-	642-522 <sup>1</sup>	274.95	<b>228.95</b>	<b>46.00</b>
TR3A (from TS60001) - 3B	-	642-480	642-490 <sup>1</sup>	642-495 <sup>1</sup>	642-725	-	642-497 <sup>1</sup>	229.95	<b>183.95</b>	<b>46.00</b>
TR4	-	642-105	642-115 <sup>1</sup>	642-400 <sup>1</sup>	642-735 <sup>1</sup>	-	642-402	204.95	<b>163.95</b>	<b>41.00</b>

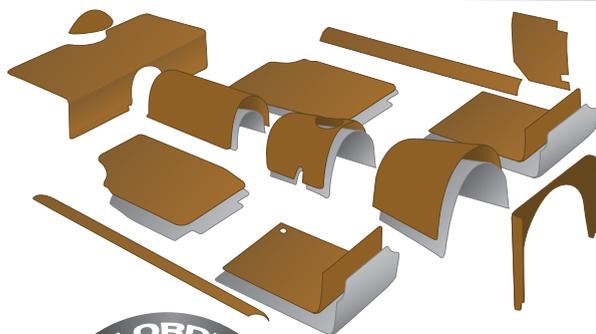


### PANEL KITS

Feature marine plywood backing and includes materials to cover dash and door top rails where applicable.

	Black	Black/White	Red/White	Tan	Grey	Red	Honey Tan	Regular	SALE	YOU SAVE
TR2	645-000 <sup>1</sup>	-	-	645-100	645-105 <sup>1</sup>	645-010	645-102 <sup>1</sup>	\$399.95	<b>\$339.95</b>	<b>\$60.00</b>
TR3 thru TS22013	-	645-770	645-775 <sup>1</sup>	645-785	645-790	645-795 <sup>1</sup>	-	399.95	<b>339.95</b>	<b>60.00</b>
TR3A (TS22014 thru TS60000)	645-020 <sup>1</sup>	645-025	645-035 <sup>1</sup>	645-110	645-115	-	645-112	449.95	<b>373.95</b>	<b>76.00</b>
TR3A (from TS60001) - 3B	-	645-045	645-055	645-120	-	-	645-122	439.95	<b>364.95</b>	<b>75.00</b>
TR4	645-060	645-065	645-075	645-130 <sup>1</sup>	-	-	645-132	509.95	<b>434.95</b>	<b>75.00</b>
TR4A	-	645-085	645-095 <sup>1</sup>	645-140	-	-	645-142	499.95	<b>409.95</b>	<b>90.00</b>

## TR2-4A



### INTERIOR KITS (CONT.)

#### CARPET SETS

	Black	Red	Honey Tan	Regular	SALE	YOU SAVE
<b>Cut Pile Carpet Sets</b>						
TR2-3A (thru TS60000)	639-040	639-050	639-052	\$349.95	<b>\$297.95</b>	<b>\$52.00</b>
TR3A (from TS60001)-3B	639-060	639-070	639-072	354.95	<b>299.95</b>	<b>55.00</b>
TR4	639-005	639-015	639-017	374.95	<b>318.95</b>	<b>56.00</b>
TR4A	639-085	639-095	639-097	439.95	<b>373.95</b>	<b>66.00</b>
<b>Cut Pile Trunk Carpet Sets</b>						
TR2-3B	639-300	639-310	639-312	129.95	<b>109.95</b>	<b>20.00</b>
TR4A	639-470	639-480 <sup>1</sup>	639-482	64.95	<b>54.95</b>	<b>10.00</b>

	Black	Charcoal	Regular	SALE	YOU SAVE
<b>Loop Carpet Sets</b>					
TR2-3A (thru TS60000)	639-045	639-200	\$354.95	<b>\$299.95</b>	<b>\$55.00</b>
TR3A (from TS60001)-3B	639-065	639-205	354.95	<b>299.95</b>	<b>55.00</b>
TR4	639-025	639-210	354.95	<b>299.95</b>	<b>55.00</b>
TR4A	639-080	639-215 <sup>1</sup>	354.95	<b>299.95</b>	<b>55.00</b>

#### TR4A OEM STYLE BLACK BUDGET CARPET SETS

Synthetic cut pile carpet which is long wearing and good looking.

	Black	Regular	SALE	YOU SAVE
TR4A	639-380	\$344.95	<b>\$293.95</b>	<b>\$51.00</b>



### TOPS

Our Triumph vinyl products are designed to the correct original factory specifications for proper fit and appearance. Manufactured from top quality vinyl bonded to mildew resistant fabric, they feature heat-sealed windows and sturdy stitching throughout. Heat sealing will not bubble or fail over time as do most glued reinforcements. Includes all necessary hardware.



#### ROBBINS SUN-FAST CLOTH

#### ROBBINS VINYL

	ROBBINS SUN-FAST CLOTH					ROBBINS VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
TR2-3 to TS22013	641-021 <sup>1</sup>	640-022 <sup>1</sup>	\$755.95	<b>\$639.95</b>	<b>\$116.00</b>	640-020	-	\$384.95	<b>\$327.95</b>	<b>\$57.00</b>
TR3 from TS22014	640-041	640-042	765.95	<b>649.95</b>	<b>116.00</b>	640-040	640-050	380.95	<b>321.95</b>	<b>59.00</b>
TR4	640-061 <sup>1</sup>	640-062 <sup>1</sup>	765.95	<b>649.95</b>	<b>116.00</b>	640-060	640-070	375.95	<b>318.95</b>	<b>57.00</b>
TR4A	640-081 <sup>1</sup>	640-082 <sup>1</sup>	714.95	<b>599.95</b>	<b>115.00</b>	640-080	640-090	359.95	<b>304.95</b>	<b>55.00</b>

### TONNEAU COVERS



#### ROBBINS SUN-FAST CLOTH

#### ROBBINS VINYL

	ROBBINS SUN-FAST CLOTH					ROBBINS VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	White	Regular	SALE	YOU SAVE
TR2-3 to TS41742	644-001 <sup>1</sup>	644-002 <sup>1</sup>	\$758.95	<b>\$639.95</b>	<b>\$119.00</b>	644-000	644-010	\$339.95	<b>\$282.95</b>	<b>\$57.00</b>
TR3 from TS41743	644-021 <sup>1</sup>	644-022 <sup>1</sup>	677.95	<b>574.95</b>	<b>103.00</b>	644-020	644-030	291.95	<b>248.95</b>	<b>43.00</b>
TR4	644-041 <sup>1</sup>	644-042 <sup>1</sup>	659.95	<b>559.95</b>	<b>100.00</b>	644-040	644-050 <sup>1</sup>	282.95	<b>240.95</b>	<b>42.00</b>
TR4A	644-061 <sup>1</sup>	644-062 <sup>1</sup>	663.95	<b>564.95</b>	<b>99.00</b>	644-060	-	239.95	<b>203.95</b>	<b>36.00</b>

### SIDE CURTAINS

#### VINYL

	Black	White	Regular	SALE	YOU SAVE
TR2-3 to TS28825	259-218	259-228	\$898.95	<b>\$759.95</b>	<b>\$139.00</b>
TR3 from TS28826	259-688	259-728	899.95	<b>759.95</b>	<b>140.00</b>



<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# TR250-6

## OEM STYLE INTERIOR KITS



TR250	Black/White	Shadow Blue/ White	Light Tan	Red	Regular	SALE	YOU SAVE
Vinyl Seat Kit	642-560	642-555 <sup>1</sup>	642-565 <sup>1</sup>	642-755 <sup>1</sup>	\$582.95	<b>\$494.95</b>	<b>\$88.00</b>
Panel Kit	645-410	-	645-430	645-415	527.95	<b>434.95</b>	<b>93.00</b>

TR6 1969	Black	Shadow Blue	Light Tan	Red	Regular	SALE	YOU SAVE
OE Style Seat Kit	642-570	642-580 <sup>1</sup>	642-590	-	\$599.95	<b>\$509.95</b>	<b>\$90.00</b>
Panel kit	645-440	645-450	645-460	-	473.95	<b>394.95</b>	<b>79.00</b>

TR6 1970-'72	Black	Shadow Blue	New Tan	Red	Beige	Regular	SALE	YOU SAVE
OE Style Seat Kit	642-600	642-610	642-620	642-775 <sup>1</sup>	-	\$599.95	<b>\$497.95</b>	<b>\$102.00</b>
Panel Kit	645-305	645-315	645-325	645-295 <sup>1</sup>	-	473.95	<b>399.95</b>	<b>74.00</b>

TR6 1973-'76	Black	Shadow Blue	New Tan	Chestnut	Beige	Regular	SALE	YOU SAVE
OE Style Seat Kit	642-640	642-650	642-660	642-670	642-785	\$582.95	<b>\$494.95</b>	<b>\$88.00</b>
Panel Kit 1973	645-330	-	645-350	645-360	-	505.95	<b>429.95</b>	<b>76.00</b>
Panel Kit 1974-'76	645-370	645-380	645-390	645-400	645-405	505.95	<b>429.95</b>	<b>76.00</b>



TR250



TR6 1969



TR6 1970-'72



TR6 1973-'76



### TR6 CLASSIC SEAT SET

Our handcrafted leather faced seats combine modern frame design and support with a classic look that is tailored to fit your TR. The adjustable contoured back and head rest provide superior lateral, lower back and neck support. Installation is straight forward and instructions are included. Sold as a pair, in black only.

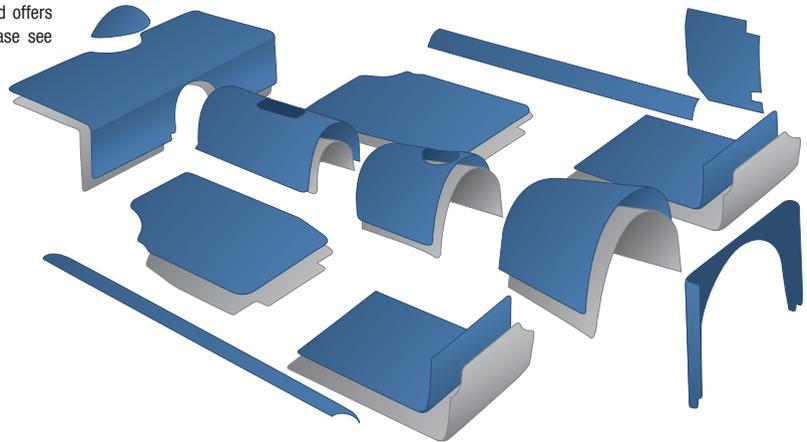
	Black	Regular	SALE	YOU SAVE
Classic Seat Set	641-325	\$2,395.00	<b>\$1,979.95</b>	<b>\$415.00</b>



### CARPET SETS

Our OEM Spec Wool carpet set is made in the UK, and the material is a rubber backed wool blend which combines original feel with greater resistance to mold and fading. These kits are supplied without underfelt or hardware, available separately. The OEM Spec Synthetic sets are made from synthetic cut pile which has a similar feel to the original carpet, yet wears very well and offers exceptional value. These kits are supplied with or without underfelt and hardware. Please see www.mossmotors.com for underfelt and hardware.

TR250-6	Regular	SALE	YOU SAVE
<b>OEM Spec Wool</b>			
Black	639-360	\$498.95	<b>\$423.95</b>
Red	-	-	-
Shadow Blue	639-460	689.95	<b>586.95</b>
Brown	639-375	699.95	<b>579.95</b>
<b>OEM Spec Synthetic (incl. underfelt)</b>			
Black	639-085	\$439.95	<b>\$373.95</b>
Red	639-095	419.95	<b>354.95</b>
Brown	639-270	439.95	<b>373.95</b>
Honey Tan	639-097	419.95	<b>354.95</b>
<b>OEM Spec Synthetic (no underfelt)</b>			
Black	639-380	\$344.95	<b>\$293.95</b>
Brown	639-390	344.95	<b>293.95</b>



<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

# TR250-6



All seams are stitched rather than heat-seamed



Plywood stiffeners are used rather than cardboard



Plywood backing is stronger and resists water much better than masonite



## MOSS MOTORS CUSTOM DELUXE INTERIOR KITS

Back by popular demand, we are re-releasing our range of hand stitched deluxe upholstery. Facings on the seats are highest quality vat dyed leather and the panel kits are mounted on marine plywood and waterboard. Many Custom Deluxe kits are made to order by our own upholstery shop, so please allow a minimum of six to ten weeks for delivery.

	Black	Black/White	Blue	Blue/White	Tan	Honey Tan	Regular	SALE	YOU SAVE
<b>Leather Seat Kits</b>									
TR250	642-800 <sup>1</sup>	642-805	642-810 <sup>1</sup>	642-815 <sup>1</sup>	642-820 <sup>1</sup>	642-822 <sup>1</sup>	\$849.95	<b>\$679.95</b>	<b>\$170.00</b>
TR6 1969 (folding headrest)	642-830 <sup>1</sup>	-	642-840 <sup>1</sup>	-	642-850 <sup>1</sup>	642-852 <sup>1</sup>	999.95	<b>\$849.95</b>	<b>150.00</b>
TR6 1970-'72 (fixed headrest)	642-860	-	642-870 <sup>1</sup>	-	642-880 <sup>1</sup>	642-882	795.95	<b>\$659.95</b>	<b>136.00</b>
TR6 1973-'76 (removable headrest)	642-890	-	642-900 <sup>1</sup>	-	642-910 <sup>1</sup>	642-912	809.95	<b>\$669.95</b>	<b>140.00</b>
<b>Deluxe Panel Kits</b>									
TR250/6 1968-'72	645-150	645-155 <sup>1</sup>	645-270 <sup>1</sup>	645-275 <sup>1</sup>	645-160 <sup>1</sup>	645-162	409.95	<b>\$348.95</b>	<b>61.00</b>
TR6 1973	645-210	-	645-220 <sup>1</sup>	-	645-230	645-232 <sup>1</sup>	409.95	<b>\$348.95</b>	<b>61.00</b>
TR6 1974-'76	645-240	-	645-250 <sup>1</sup>	-	645-260	645-262	409.95	<b>\$348.95</b>	<b>61.00</b>



## TOPS

		Regular	SALE	YOU SAVE
TR250 OEM Style with Reflector Strips	640-140	\$467.95	<b>\$399.95</b>	<b>\$68.00</b>
TR6 OEM Style with Reflector Strips	640-150	516.95	<b>\$439.95</b>	<b>77.00</b>

<sup>1</sup>Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.

## ROBBINS QUALITY TOPS

	ROBBINS SUN-FAST CLOTH					ROBBINS VINYL				
	Black	Tan	Regular	SALE	YOU SAVE	Black	Tan	Regular	SALE	YOU SAVE
Zip Out Rear Window	640-160	640-170	\$698.95	<b>\$594.95</b>	<b>\$104.00</b>	640-120	640-125	\$354.95	<b>\$299.95</b>	<b>\$55.00</b>
Fixed Rear Window	-	-	-	-	-	640-100	-	343.95	<b>292.95</b>	<b>51.00</b>
TR250-6 UK Manufactured "Dull Cote" Top	640-115	640-115	Regular \$346.95	<b>SALE \$304.95</b>	<b>YOU SAVE \$42.00</b>					

## TONNEAU COVERS

	ROBBINS SUN-FAST CLOTH					ROBBINS VINYL			
	Black	Tan	Regular	SALE	YOU SAVE	Black	Regular	SALE	YOU SAVE
TR250	644-081 <sup>2</sup>	644-082 <sup>2</sup>	\$663.95	<b>\$564.95</b>	<b>\$99.00</b>	644-080	\$299.95	<b>\$254.95</b>	<b>\$45.00</b>
TR6 (with headrest pockets)	644-101 <sup>2</sup>	644-102 <sup>2</sup>	707.95	<b>\$599.95</b>	<b>\$108.00</b>	644-100	327.95	<b>\$278.95</b>	<b>\$49.00</b>
TR6 (without headrest pockets)	644-121 <sup>2</sup>	644-122 <sup>2</sup>	663.95	<b>\$564.95</b>	<b>\$99.00</b>	644-120	299.95	<b>\$254.95</b>	<b>\$45.00</b>

<sup>2</sup>Kits denoted by a (2) are made to order. Please allow two to three weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



# SPITFIRE MK IV & 1500

## INTERIOR

### SEAT KITS

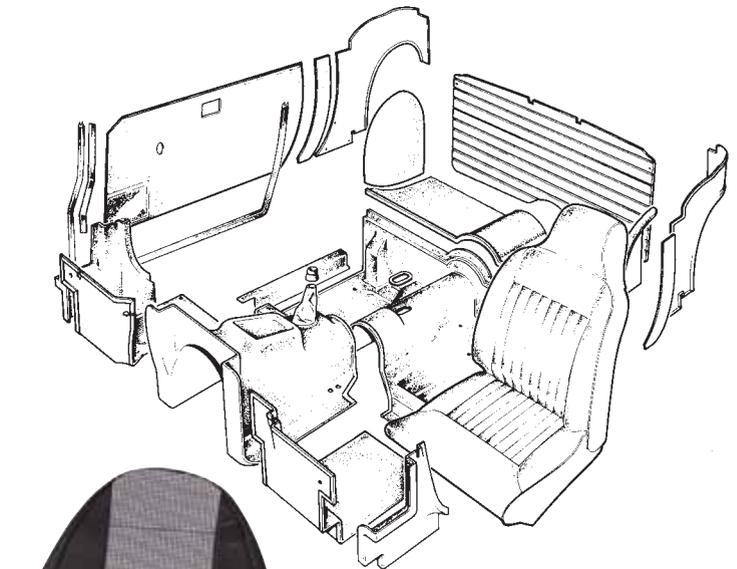
	Part No.	Regular	SALE	YOU SAVE
<b>1971-'72</b>				
Black, Stag	644-320	\$701.95	<b>\$582.95</b>	<b>\$119.00</b>
<b>1973-'76</b>				
Black	644-330	434.95	<b>359.95</b>	<b>75.00</b>
Beige	644-335 <sup>1</sup>	434.95	<b>359.95</b>	<b>75.00</b>
<b>1977-'80</b>				
Black, Houndstooth Cloth	644-350	434.95	<b>359.95</b>	<b>75.00</b>
Beige, Houndstooth Cloth	644-355	434.95	<b>359.95</b>	<b>75.00</b>
Black, Vinyl	644-385 <sup>1</sup>	434.95	<b>359.95</b>	<b>75.00</b>
Beige, Vinyl	644-395 <sup>1</sup>	434.95	<b>359.95</b>	<b>75.00</b>
<b>Headrest Cover 1973-'80</b>				
Black	644-360	50.95	<b>41.95</b>	<b>9.00</b>
Beige	642-915 <sup>1</sup>	47.95	<b>39.95</b>	<b>8.00</b>
<b>Headrest Assembly 1973-'80</b> (slightly different stalk than original)				
Black	642-865	126.95	<b>101.95</b>	<b>25.00</b>
Beige	642-905	111.95	<b>92.95</b>	<b>19.00</b>
<b>Seat Back Foam</b>				
1970-'72	644-345 <sup>1</sup>	121.95	<b>101.95</b>	<b>20.00</b>
1973-'76	644-347 <sup>1</sup>	105.95	<b>87.95</b>	<b>18.00</b>
1977-'80	644-370	105.95	<b>87.95</b>	<b>18.00</b>
<b>Seat Bottom Foam</b>				
Right Hand	644-380	105.95	<b>89.95</b>	<b>16.00</b>
Left Hand	644-390	105.95	<b>89.95</b>	<b>16.00</b>

### INTERIOR TRIM

	Part No.	Regular	SALE	YOU SAVE
<b>1971-'80</b>				
Door Top Rail, LH	644-430	\$38.95	<b>\$30.95</b>	<b>\$8.00</b>
Door Top Rail, RH	644-440	38.95	<b>30.95</b>	<b>8.00</b>
Glovebox - Left	644-540	31.45	<b>25.95</b>	<b>5.50</b>
Glovebox - Right	644-550	31.45	<b>25.95</b>	<b>5.50</b>
<b>1971-'72</b>				
Door Panel Set-Black Stag	644-400	171.95	<b>142.95</b>	<b>29.00</b>
Qtr. Panel Kit-Black Stag	644-450 <sup>1</sup>	182.95	<b>146.95</b>	<b>36.00</b>
Rear Cockpit Panel-Black Stag	644-470	105.95	<b>87.95</b>	<b>18.00</b>
<b>1973-'80</b>				
Door Panel Set-Black	644-410	171.95	<b>142.95</b>	<b>29.00</b>
Door Panel Set-Beige	644-405	163.95	<b>135.95</b>	<b>28.00</b>
Qtr. Panel Kit-Black	644-460	182.95	<b>146.95</b>	<b>36.00</b>
Qtr. Panel Kit-Beige	644-455 <sup>1</sup>	182.95	<b>146.95</b>	<b>36.00</b>
Rear Cockpit Panel-Black	644-480	128.95	<b>103.95</b>	<b>25.00</b>
Rear Cockpit Panel-Beige	644-475 <sup>1</sup>	121.95	<b>101.95</b>	<b>20.00</b>
Front Tunnel Cover-Black	644-490	49.30	<b>39.95</b>	<b>9.35</b>
<b>1975-'80</b>				
Armrest - Black	644-520	188.95	<b>160.95</b>	<b>28.00</b>
Armrest Cover - Black	644-530	109.95	<b>87.95</b>	<b>22.00</b>

### CARPET SETS

	Part No.	Regular	SALE	YOU SAVE
<b>1971-'80</b>				
Molded-Black	644-300	\$561.95	<b>\$469.95</b>	<b>\$92.00</b>
Standard-Black	644-310	239.95	<b>199.95</b>	<b>40.00</b>



\*Kits denoted by a (1) are made to order. Please allow six to ten weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



## TOP & TONNEAU COVERS



### ROBBINS SUN-FAST CLOTH

	Black	Tan	Regular	SALE	YOU SAVE
1971-'80 Top	644-660	644-665 <sup>2</sup>	\$684.95	<b>\$582.95</b>	<b>\$102.00</b>
1971-'80 Tonneau Cover	-	-			

### ROBBINS VINYL

	Black	Regular	SALE	YOU SAVE
644-650	\$357.95	<b>\$304.95</b>	<b>\$53.00</b>	
644-680	289.95	<b>246.95</b>	<b>43.00</b>	



### TOP BOOTS

	Part No.	Regular	SALE	YOU SAVE
For cars without hardtop	644-690	\$271.95	<b>\$231.95</b>	<b>\$40.00</b>
For cars with hardtop	644-800	298.95	<b>254.95</b>	<b>44.00</b>

\*Kits denoted by a (2) are made to order. Please allow two to three weeks for delivery. See page 32 for specific swatches of upholstery and carpet colors.



TR7-8

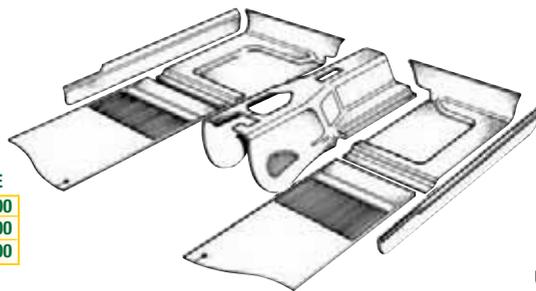


TOP & TONNEAU COVERS

	ROBBINS SUN-FAST CLOTH						ROBBINS VINYL			
	Black	Tan	Blue	Regular	SALE	YOU SAVE	Black	Regular	SALE	YOU SAVE
Top	072-487 <sup>1</sup>	072-488 <sup>1</sup>	072-489 <sup>1</sup>	\$824.95	<b>\$699.95</b>	<b>\$125.00</b>	071-931	\$449.95	<b>\$382.95</b>	<b>\$67.00</b>
Tonneau Cover	072-485 <sup>1</sup>	072-486 <sup>1</sup>	072-484 <sup>1</sup>	758.95	<b>639.95</b>	<b>119.00</b>	072-481	370.95	<b>314.95</b>	<b>56.00</b>

CARPET SETS

Color	Part No.	Regular	SALE	YOU SAVE
Black	072-472	\$444.95	<b>\$354.95</b>	<b>\$90.00</b>
Chestnut	072-473 <sup>1</sup>	444.95	<b>354.95</b>	<b>90.00</b>
Navy	072-474 <sup>1</sup>	444.95	<b>354.95</b>	<b>90.00</b>



JAGUAR

XK 120-150 TOPS

	ROBBINS SUN-FAST CLOTH				
	Black	Tan	Regular	SALE	YOU SAVE
<b>For use with OE Zip Out Rear Window</b>					
XK120-140 Roadster	011-462 <sup>1</sup>	011-463 <sup>1</sup>	\$841.95	<b>\$714.95</b>	<b>\$127.00</b>
XK120 DHC	011-467 <sup>1</sup>	011-468 <sup>1</sup>	654.95	<b>554.95</b>	<b>100.00</b>
<b>With Plastic Rear Window</b>					
XK120-140 Roadster	011-385 <sup>1</sup>	011-387 <sup>1</sup>	774.95	<b>659.95</b>	<b>115.00</b>
XK150 DHC	011-415 <sup>1</sup>	011-417 <sup>1</sup>	741.95	<b>629.95</b>	<b>112.00</b>
<b>With Zip Out Rear Window</b>					
XK120 DHC Replacement, XK140 Original	011-395 <sup>1</sup>	011-397 <sup>1</sup>	721.95	<b>609.95</b>	<b>112.00</b>
XK150 Roadster	011-405 <sup>1</sup>	011-407 <sup>1</sup>	741.95	<b>629.95</b>	<b>112.00</b>



XK 120-150 TONNEAU COVERS

	ROBBINS SUN-FAST CLOTH				
	Black	Tan	Regular	SALE	YOU SAVE
XK120 Roadster	011-355 <sup>1</sup>	011-356 <sup>1</sup>	\$582.95	<b>\$494.95</b>	<b>\$88.00</b>
XK140 Roadster	011-365 <sup>1</sup>	011-366 <sup>1</sup>	582.95	<b>494.95</b>	<b>88.00</b>
XK150 Roadster	011-375 <sup>1</sup>	011-376 <sup>1</sup>	599.95	<b>509.95</b>	<b>90.00</b>



E-TYPE TOPS

	ROBBINS SUN-FAST CLOTH					ROBBINS VINYL			
	Black	Tan	Regular	SALE	YOU SAVE	Black	Regular	SALE	YOU SAVE
1961-'71 Zip Out Rear Window	011-476 <sup>1</sup>	011-477 <sup>1</sup>	\$718.95	<b>\$609.95</b>	<b>\$109.00</b>	011-475	\$391.95	<b>\$334.95</b>	<b>\$57.00</b>
1961-'71 Fixed Rear Window	011-471 <sup>1</sup>	011-472 <sup>1</sup>	631.95	<b>537.95</b>	<b>94.00</b>	011-470	320.95	<b>272.95</b>	<b>48.00</b>
E-Type V12 1971-'74 Zip Out Rear Window	011-486 <sup>1</sup>	011-487 <sup>1</sup>	728.95	<b>619.95</b>	<b>109.00</b>				
E-Type V12 1971-'74 Fixed Rear Window	011-481 <sup>1</sup>	011-482 <sup>1</sup>	668.95	<b>568.95</b>	<b>100.00</b>	011-480	350.95	<b>297.95</b>	<b>53.00</b>



# THE CLUB SCENE: LOOKING FORWARD TO 2009

BY KEN SMITH, MOSS MOTORS CLUB & EVENT COORDINATOR

We have a new president and now a new season of exciting British motoring events to look forward to this year. There are many major meets scheduled across the land, but we would be remiss if we didn't give a big shout-out to one of the early season happenings with which Moss Motors has been associated for many years.

Of course I'm referring to BRITFEST 2009, where once again Charles Tredidgo and his Eastern New York MG colleagues will welcome you to Horseshoe Lake Park, New Jersey, on Saturday, May 2, 2009.

Whether you plan to attend MG 2009, an Austin-Healey Conclave, a Vintage Triumph Register meet, or any of the myriad all-British car shows taking place next year, now is the time to get your British treasure in running order. Be assured that Moss Motors will always be here to help you, whether it's with parts or expert technical advice.

If you represent an accredited British automobile club, association, or register and would like to stage an event that requires club support, please remember that we need at least two months' notice prior to the event. Send us the event title, the date, the location and the number of enthusiasts you expect to attend, and we'll get you into the system to ensure our full support. Help the Moss Crew to help you!

Finally, please advise us of any events you have scheduled for 2009. That way, we can include them in our *British Motoring* calendar and maximize attendance. Happy British motoring! **BM**

## Looking for the coming events calendar?

Many clubs spend the winter months safely and warmly indoors, so we don't have any events to announce in this issue. For up-to-the-minute information on upcoming British car events, check out our online forum at [mossmotors.com/forum](http://mossmotors.com/forum). There you'll find event listings posted by the clubs themselves, as well as a lively community of British car enthusiasts. Discussion topics range from specific British marques and models to restoration, tech tips, and simply enjoying British cars.





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